

SHOP MANUAL

KOMATSU **PC30R-8** **PC35R-8** **PC40R-8** **PC45R-8**

MACHINE MODEL

SERIAL NUMBER

PC30R-8
PC35R-8
PC40R-8
PC45R-8

10001 and up
35001 and up
30001 and up
5001 and up

- This shop manual may contain attachments and optional equipment that are not available in your area. Please consult your local Komatsu distributor for those items you may require. Materials and specifications are subject to change without notice.
- PC30R, 35R-8 mount the 3D84E-3F engine.
PC40R, 45R-8 mount the 4D84E-3D engine.
For details of the engine, see the 68E-88E Series Engine Shop Manual.

CONTENTS

	No. of page
01 GENERAL.....	01-1
10 STRUCTURE AND FUNCTION.....	10-1
20 TESTING AND ADJUSTING	20-1
30 DISASSEMBLY AND ASSEMBLY	30-1
40 MAINTENANCE STANDARD	40-1

The affected pages are indicated by the use of the following marks. It is requested that necessary actions be taken to these pages according to the table below.

Mark	Indication	Action required
○	Page to be newly added	Add
●	Page to be replaced	Replace
()	Page to be deleted	Discard

Pages having no marks are those previously revised or made additions.

LIST OF REVISED PAGES

Mark	Page	Revision number	Mark	Page	Revision number	Mark	Page	Revision number	Mark	Page	Revision number	Mark	Page	Revision number
●	00-1	③		01-20	①		10-37	①		10-79	①		20-108	
●	00-2	③		01-21	①		10-38	①		10-80	①	●	20-109	③
●	00-2-1	③		01-22	①		10-39	①		10-81	①		20-110	
●	00-2-2	③		01-23	①		10-40	①		10-82	①		20-111	
●	00-3						10-41	①		10-83	①		20-112	
●	00-4			10-1	①		10-42	①		10-84	①		20-113	
●	00-5			10-2	①		10-43	①		10-85	①		20-114	
●	00-6			10-3	①		10-44	①		10-86	①		20-115	
●	00-7			10-4	①		10-45	①		10-87	①		20-116	
●	00-8			10-5	①		10-46	①		10-88	①		20-117	
●	00-9			10-6	①		10-47	①		10-89	①		20-118	
●	00-10			10-7	①		10-48	①		10-90	①		20-119	
●	00-11			10-8	①		10-49	①					20-120	
●	00-12			10-9	①		10-50	①		20-1		●	20-121	③
●	00-13			10-10	①		10-51	①	●	20-2	③	○	20-121-1	③
●	00-14			10-11	①		10-52	①	●	20-3	③	●	20-122	
●	00-15			10-12	①		10-53	①		20-4			20-123	
●	00-16			10-13	①		10-54	①		20-5			20-124	
●	00-17			10-14	①		10-55	①		20-6			20-125	
●	00-18			10-15	①		10-56	①		20-7			20-126	
●	00-19			10-16	①		10-57	①		20-8			20-127	
				10-17	①		10-58	①		20-9			20-128	
	01-1	①		10-18	①		10-59	①		20-10			20-129	
	01-2	①		10-19	①		10-60	①		20-11			20-130	
	01-3	①		10-20	①		10-61	①	●	20-12	③		20-201	
	01-4	①		10-21	①		10-62	①	●	20-13	③		20-202	
	01-5	①		10-22	①		10-63	①		20-14			20-203	
	01-6	①		10-23	①		10-64	①		20-15			20-204	
	01-7	①		10-24	①		10-65	①		20-16			20-205	
	01-8	①		10-25	①		10-66	①		20-17			20-206	
	01-9	①		10-26	①		10-67	①		20-18			20-207	
	01-10	①		10-27	①		10-68	①		20-19			20-208	
	01-11	①		10-28	①		10-69	①		20-20			20-209	
	01-12	①		10-29	①		10-70	①		20-21			20-210	
	01-13	①		10-30	①		10-71	①		20-101			20-211	
	01-14	①		10-31	①		10-72	①		20-102			20-212	
	01-15	①		10-32	①		10-73	①		20-103			20-213	
	01-16	①		10-33	①		10-74	①		20-104			20-214	
	01-17	①		10-34	①		10-75	①		20-105			20-215	
	01-18	①		10-35	①		10-77	①		20-106			20-216	
	01-19	①		10-36	①		10-78	①		20-107			20-217	


Mark	Page	Revision number	Mark	Page	Revision number	Mark	Page	Revision number	Mark	Page	Revision number	Mark	Page	Revision number
20-218			20-512			30-51	②		30-106	②		40-34	①	
20-219			20-513			30-52	②		30-107	②		40-35	①	
20-220			20-514			30-53	②		30-108	②				
20-221						30-54	②		30-109	②		90-1	①	
20-222			30-1	②		30-55	②		30-110	②		90-3	①	
20-223			30-2	②		30-56	②		30-111	②		90-5	①	
20-224			30-3	②		30-57	②		30-112	②		90-7	①	
20-225			30-4	②		30-58	②		30-113	②		90-9	①	
20-226			30-5	②		30-59	②		30-114	②		90-11	①	
20-227			30-6	②		30-60	②		30-115	②		90-13	①	
20-301			30-7	②		30-61	②		30-116	②		90-15	①	
20-302			30-8	②		30-62	②		30-117	②				
20-303			30-9	②		30-63	②		30-118	②				
20-304			30-10	②		30-64	②		30-119	②				
20-305			30-11	②		30-65	②		30-120	②				
20-306			30-12	②		30-66	②		30-121	②				
20-307			30-13	②		30-67	②		30-122	②				
20-308			30-14	②		30-68	②		30-123	②				
20-309			30-15	②		30-69	②		30-124	②				
20-310			30-16	②		30-70	②		30-125	②				
20-311			30-17	②		30-71	②		30-126	②				
20-312			30-18	②		30-72	②							
20-313			30-19	②		30-73	②		40-1	①				
20-401			30-20	②		30-74	②		40-2	①				
20-402			30-21	②		30-75	②		40-4	①				
20-403			30-22	②		30-76	②		40-5	①				
20-404			30-23	②		30-78	②		40-6	①				
20-405			30-24	②		30-79	②		40-7	①				
20-406			30-25	②		30-80	②		40-8	①				
20-407			30-26	②		30-81	②		40-9	①				
20-408			30-27	②		30-82	②		40-10	①				
20-409			30-28	②		30-83	②		40-11	①				
20-410			30-29	②		30-84	②		40-12	①				
20-411			30-30	②		30-85	②		40-13	①				
20-412			30-31	②		30-86	②		40-14	①				
20-413			30-32	②		30-87	②		40-15	①				
20-414			30-33	②		30-88	②		40-16	①				
20-415			30-34	②		30-89	②		40-17	①				
20-416			30-35	②		30-90	②		40-18	①				
20-417			30-36	②		30-91	②		40-19	①				
20-418			30-37	②		30-92	②		40-20	①				
20-419			30-38	②		30-93	②		40-21	①				
20-420			30-39	②		30-94	②		40-22	①				
20-501			30-40	②		30-95	②		40-23	①				
20-502			30-41	②		30-96	②		40-24	①				
20-503			30-42	②		30-97	②		40-25	①				
20-504			30-43	②		30-98	②		40-26	①				
20-505			30-44	②		30-99	②		40-27	①				
20-506			30-45	②		30-100	②		40-28	①				
20-507			30-46	②		30-101	②		40-29	①				
20-508			30-47	②		30-102	②	●	40-30	③				
20-509			30-48	②		30-103	②		40-31	①				
20-510			30-49	②		30-104	②		40-32	①				
20-511			30-50	②		30-105	②		40-33	①				

SAFETY

SAFETY NOTICE

IMPORTANT SAFETY NOTICE

Proper service and repair is extremely important for safe machine operation. The service and repair techniques recommended by Komatsu and described in this manual are both effective and safe. Some of these techniques require the use of tools specially designed by Komatsu for the specific purpose.

To prevent injury to workers, the symbol  is used to mark safety precautions in this manual. The cautions accompanying these symbols should always be followed carefully. If any dangerous situation arises or may possibly arise, first consider safety, and take the necessary actions to deal with the situation.

GENERAL PRECAUTIONS

Mistakes in operation are extremely dangerous. Read the Operation and Maintenance Manual carefully BEFORE operating the machine.

1. Before carrying out any greasing or repairs, read all the precautions given on the decals which are fixed to the machine.
2. When carrying out any operation, always wear safety shoes and helmet. Do not wear loose work clothes, or clothes with buttons missing.
 - Always wear safety glasses when hitting parts with a hammer.
 - Always wear safety glasses when grinding parts with a grinder, etc.
3. If welding repairs are needed, always have a trained, experienced welder carry out the work. When carrying out welding work, always wear welding gloves, apron, hand shield, cap and other clothes suited for welding work.
4. When carrying out any operation with two or more workers, always agree on the operating procedure before starting. Always inform your fellow workers before starting any step of the operation. Before starting work, hang UNDER REPAIR signs on the controls in the operator's compartment.
5. Keep all tools in good condition and learn the correct way to use them.

6. Decide a place in the repair workshop to keep tools and removed parts. Always keep the tools and parts in their correct places. Always keep the work area clean and make sure that there is no dirt or oil on the floor. Smoke only in the areas provided for smoking. Never smoke while working.

PREPARATIONS FOR WORK

7. Before adding oil or making any repairs, park the machine on hard, level ground, and block the wheels or tracks to prevent the machine from moving.
8. Before starting work, lower blade, ripper, bucket or any other work equipment to the ground. If this is not possible, insert the safety pin or use blocks to prevent the work equipment from falling. In addition, be sure to lock all the control levers and hang warning signs on them.
9. When disassembling or assembling, support the machine with blocks, jacks or stands before starting work.
10. Remove all mud and oil from the steps or other places used to get on and off the machine. Always use the handrails, ladders or steps when getting on or off the machine. Never jump on or off the machine. If it is impossible to use the handrails, ladders or steps, use a stand to provide safe footing.

PRECAUTIONS DURING WORK

11. When removing the oil filler cap, drain plug or hydraulic pressure measuring plugs, loosen them slowly to prevent the oil from spurting out.
Before disconnecting or removing components of the oil, water or air circuits, first remove the pressure completely from the circuit.
12. The water and oil in the circuits are hot when the engine is stopped, so be careful not to get burned.
Wait for the oil and water to cool before carrying out any work on the oil or water circuits.
13. Before starting work, remove the leads from the battery. Always remove the lead from the negative (-) terminal first.
14. When raising heavy components, use a hoist or crane.
Check that the wire rope, chains and hooks are free from damage.
Always use lifting equipment which has ample capacity.
Install the lifting equipment at the correct places. Use a hoist or crane and operate slowly to prevent the component from hitting any other part. Do not work with any part still raised by the hoist or crane.
15. When removing covers which are under internal pressure or under pressure from a spring, always leave two bolts in position on opposite sides. Slowly release the pressure, then slowly loosen the bolts to remove.
16. When removing components, be careful not to break or damage the wiring. Damaged wiring may cause electrical fires.
17. When removing piping, stop the fuel or oil from spilling out. If any fuel or oil drips onto the floor, wipe it up immediately. Fuel or oil on the floor can cause you to slip, or can even start fires.
18. As a general rule, do not use gasoline to wash parts. In particular, use only the minimum of gasoline when washing electrical parts.
19. Be sure to assemble all parts again in their original places.
Replace any damaged parts with new parts.
 - When installing hoses and wires, be sure that they will not be damaged by contact with other parts when the machine is being operated.
20. When installing high pressure hoses, make sure that they are not twisted. Damaged tubes are dangerous, so be extremely careful when installing tubes for high pressure circuits. Also, check that connecting parts are correctly installed.
21. When assembling or installing parts, always use the specified tightening torques. When installing protective parts such as guards, or parts which vibrate violently or rotate at high speed, be particularly careful to check that they are installed correctly.
22. When aligning two holes, never insert your fingers or hand. Be careful not to get your fingers caught in a hole.
23. When measuring hydraulic pressure, check that the measuring tool is correctly assembled before taking any measurements.
24. Take care when removing or installing the tracks of track-type machines.
When removing the track, the track separates suddenly, so never let anyone stand at either end of the track.

FOREWORD

GENERAL

This shop manual has been prepared as an aid to improve the quality of repairs by giving the serviceman an accurate understanding of the product and by showing him the correct way to perform repairs and make judgements. Make sure you understand the contents of this manual and use it to full effect at every opportunity.

This shop manual mainly contains the necessary technical information for operations performed in a service workshop. For ease of understanding, the manual is divided into the following chapters; these chapters are further divided into the each main group of components.

STRUCTURE AND FUNCTION

This section explains the structure and function of each component. It serves not only to give an understanding of the structure, but also serves as reference material for troubleshooting.

TESTING AND ADJUSTING

This section explains checks to be made before and after performing repairs, as well as adjustments to be made at completion of the checks and repairs.

Troubleshooting charts correlating "Problems" to "Causes" are also included in this section.

DISASSEMBLY AND ASSEMBLY

This section explains the order to be followed when removing, installing, disassembling or assembling each component, as well as precautions to be taken for these operations.

MAINTENANCE STANDARD

This section gives the judgement standards when inspecting disassembled parts.

NOTICE

The specifications contained in this shop manual are subject to change at any time and without any advance notice. Use the specifications given in the book with the latest date.

HOW TO READ THE SHOP MANUAL

VOLUMES

Shop manuals are issued as a guide to carrying out repairs. They are divided as follows:

Chassis volume: Issued for every machine model

Engine volume: Issued for each engine series

Electrical volume: } Each issued as one
Attachments volume: } volume to cover all models

These various volumes are designed to avoid duplicating the same information. Therefore, to deal with all repairs for any model, it is necessary that chassis, engine, electrical and attachment volumes be available.

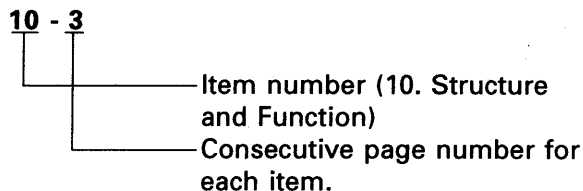
DISTRIBUTION AND UPDATING

Any additions, amendments or other changes will be sent to KOMATSU distributors. Get the most up-to-date information before you start any work.

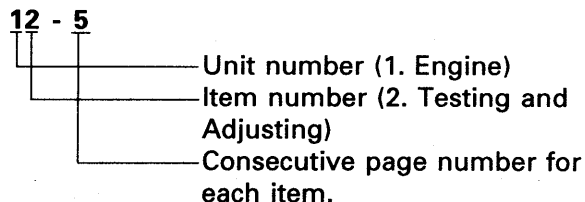
FILING METHOD

1. See the page number on the bottom of the page. File the pages in correct order.
2. Following examples show how to read the page number.

Example 1 (Chassis volume):

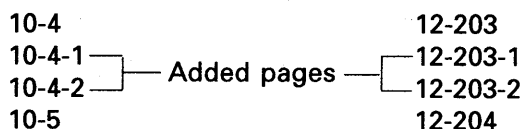


Example 2 (Engine volume):



3. Additional pages: Additional pages are indicated by a hyphen (-) and number after the page number. File as in the example.

Example:



REVISED EDITION MARK

When a manual is revised, an edition mark (①②③....) is recorded on the bottom of the pages.

REVISIONS

Revised pages are shown in the LIST OF REVISED PAGES next to the CONTENTS page.


SYMBOLS

So that the shop manual can be of ample practical use, important safety and quality portions are marked with the following symbols.

Symbol	Item	Remarks
	Safety	Special safety precautions are necessary when performing the work.
	Caution	Special technical precautions or other precautions for preserving standards are necessary when performing the work.
	Weight	Weight of parts of systems. Caution necessary when selecting hoisting wire, or when working posture is important, etc.
	Tightening torque	Places that require special attention for the tightening torque during assembly.
	Coat	Places to be coated with adhesives and lubricants, etc.
	Oil, water	Places where oil, water or fuel must be added, and the capacity.
	Drain	Places where oil or water must be drained, and quantity to be drained.

HOISTING INSTRUCTIONS

HOISTING

Heavy parts (25 kg or more) must be lifted with a hoist, etc. In the **DISASSEMBLY AND ASSEMBLY** section, every part weighing 25 kg or more is indicated clearly with the symbol .

- If a part cannot be smoothly removed from the machine by hoisting, the following checks should be made:
 - 1) Check for removal of all bolts fastening the part to the relative parts.
 - 2) Check for existence of another part causing interference with the part to be removed.

WIRE ROPES

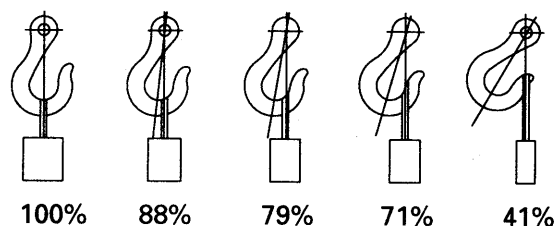
- 1) Use adequate ropes depending on the weight of parts to be hoisted, referring to the table below:

Wire ropes (Standard "Z" or "S" twist ropes without galvanizing)		
Rope diameter	Allowable load	
mm	kN	tons
10	9.8	1.0
11.2	13.7	1.4
12.5	15.7	1.6
14	21.6	2.2
16	27.5	2.8
18	35.3	3.6
20	43.1	4.4
22.4	54.9	5.6
30	98.1	10.0
40	176.5	18.0
50	274.6	28.0
60	392.2	40.0

★ The allowable load value is estimated to be one-sixth or one-seventh of the breaking strength of the rope used.

- 2) Sling wire ropes from the middle portion of the hook.

Slinging near the edge of the hook may cause the rope to slip off the hook during hoisting, and a serious accident can result. Hooks have maximum strength at the middle portion.

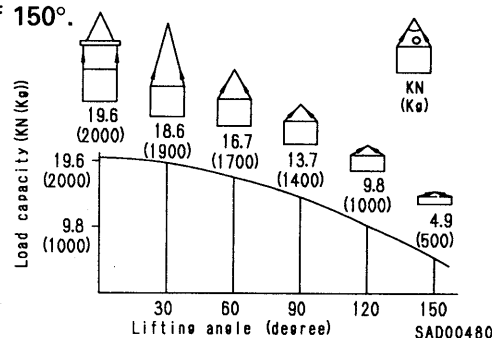


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- 3) Do not sling a heavy load with one rope alone, but sling with two or more ropes symmetrically wound onto the load.

⚠ Slinging with one rope may cause turning of the load during hoisting, untwisting of the rope, or slipping of the rope from its original winding position on the load, which can result in a dangerous accident.

- 4) Do not sling a heavy load with ropes forming a wide hanging angle from the hook. When hoisting a load with two or more ropes, the force subjected to each rope will increase with the hanging angles. The table below shows the variation of allowable load kN {kg} when hoisting is made with two ropes, each of which is allowed to sling up to 9.8 kN {1000 kg} vertically, at various hanging angles. When two ropes sling a load vertically, up to 19.6 kN {2000 kg} of total weight can be suspended. This weight becomes 9.8 kN {1000 kg} when two ropes make a 120° hanging angle. On the other hand, two ropes are subjected to an excessive force as large as 39.2 kN {4000 kg} if they sling a 19.6 kN {2000 kg} load at a lifting angle of 150°.



COATING MATERIALS

★ The recommended coating materials such as adhesives, gasket sealants and greases used for disassembly and assembly are listed below.

★ For coating materials not listed below, use the equivalent of products shown in this list.






Category	Komatsu code	Part No.	Q'ty	Container	Main applications, features
Adhesives	LT-1A	790-129-9030	150 g	Tube	<ul style="list-style-type: none"> Used to prevent rubber gaskets, rubber cushions, and cock plug from coming out.
	LT-1B	790-129-9050	20 g (2 pes.)	Polyethylene container	<ul style="list-style-type: none"> Used in places requiring an immediately effective, strong adhesive. Used for plastics (except polyethylene, polypropylene, tetrafluoroethylene and vinyl chloride), rubber, metal and non-metal.
	LT-2	09940-00030	50 g	Polyethylene container	<ul style="list-style-type: none"> Features: Resistance to heat and chemicals Used for anti-loosening and sealant purpose for bolts and plugs.
	LT-3	790-129-9060 (Set of adhesive and hardening agent)	Adhesive: 1 kg Hardening agent: 500 g	Can	<ul style="list-style-type: none"> Used as adhesive or sealant for metal, glass and plastic.
	LT-4	790-129-9040	250 g	Polyethylene container	<ul style="list-style-type: none"> Used as sealant for machined holes.
	Holtz MH 705	790-126-9120	75 g	Tube	<ul style="list-style-type: none"> Used as heat-resisting sealant for repairing engine.
	Three bond 1735	790-129-9140	50 g	Polyethylene container	<ul style="list-style-type: none"> Quick hardening type adhesive Cure time: within 5 sec. to 3 min. Used mainly for adhesion of metals, rubbers, plastics and woods.
	Aron-alpha 201	790-129-9130	2 g	Polyethylene container	<ul style="list-style-type: none"> Quick hardening type adhesive Quick cure type (max. strength after 30 minutes) Used mainly for adhesion of rubbers, plastics and metals.
	Loctite 648-50	79A-129-9110	50 cc	Polyethylene container	<ul style="list-style-type: none"> Features: Resistance to heat, chemicals Used at joint portions subject to high temperatures.
Gasket sealant	LG-1	790-129-9010	200 g	Tube	<ul style="list-style-type: none"> Used as adhesive or sealant for gaskets and packing of power train case, etc.
	LG-3	790-129-9070	1 kg	Can	<ul style="list-style-type: none"> Features: Resistance to heat Used as sealant for flange surfaces and bolts at high temperature locations, used to prevent seizure. Used as sealant for heat resistance gasket for high temperature locations such as engine precombustion chamber, exhaust pipe, etc.

Category	Komatsu code	Part No.	Q'ty	Container	Main applications, features
Gasket sealant	LG-4	790-129-9020	200 g	Tube	<ul style="list-style-type: none"> • Features: Resistance to water, oil • Used as sealant for flange surface, thread. • Also possible to use as sealant for flanges with large clearance. • Used as sealant for mating surfaces of final drive case, transmission case.
	LG-5	790-129-9080	1 kg	Polyethylene container	<ul style="list-style-type: none"> • Used as sealant for various threads, pipe joints, flanges. • Used as sealant for tapered plugs, elbows, nipples of hydraulic piping.
	LG-6	09940-00011	250 g	Tube	<ul style="list-style-type: none"> • Features: Silicon based, resistance to heat, cold • Used as sealant for flange surface, tread. • Used as sealant for oil pan, final drive case, etc.
	LG-7	09920-00150	150 g	Tube	<ul style="list-style-type: none"> • Features: Silicon based, quick hardening type • Used as sealant for flywheel housing, intake manifold, oil an, thermostat housing, etc.
	Three bond 1211	790-129-9090	100 g	Tube	<ul style="list-style-type: none"> • Used as heat-resisting sealant for repairing engine.
Molybdenum disulphide lubricant	LM-G	09940-00051	60 g	Can	<ul style="list-style-type: none"> • Used as lubricant for sliding portion (to prevent from squeaking).
	LM-P	09940-00040	200 g	Tube	<ul style="list-style-type: none"> • Used to prevent seizure or scuffing of the thread when press fitting or shrink fitting. • Used as lubricant for linkage, bearings, etc.
Grease	G2-LI	SYG2-400LI SYG2-350LI SYG2-400LI-A SYG2-160LI SYGA-160CNLI	Various	Various	<ul style="list-style-type: none"> • General purpose type
	G2-CA	SYG2-400CA SYG2-350CA SYG2-400CA-A SYG2-160CA SYGA-160CNCA	Various	Various	<ul style="list-style-type: none"> • Used for normal temperature, light load bearing at places in contact with water or steam.
	Molybdenum disulphide lubricant	SYG2-400M	400 g (10 per case)	Belows type	<ul style="list-style-type: none"> • Used for places with heavy load


STANDARD TIGHTENING TORQUE

STANDARD TIGHTENING TORQUE TABLE (WHEN USING TORQUE WRENCH)

- ★ In the case of metric nuts and bolts for which there is no special instruction, tighten to the torque given in the table below.

Thread diameter of bolt	Width across flats					
mm	mm	Nm		kgm		
6	10	13.2 ± 1.4		1.35 ± 0.15		
8	13	31 ± 3		3.2 ± 0.3		
10	17	66 ± 7		6.7 ± 0.7		
12	19	113 ± 10		11.5 ± 1		
14	22	177 ± 19		18 ± 2		
16	24	279 ± 30		28.5 ± 3		
18	27	382 ± 39		39 ± 4		
20	30	549 ± 59		56 ± 6		
22	32	745 ± 83		76 ± 8.5		
24	36	927 ± 103		94.5 ± 10.5		
27	41	1320 ± 140		135 ± 15		
30	46	1720 ± 190		175 ± 20		
33	50	2210 ± 240		225 ± 25		
36	55	2750 ± 290		280 ± 30		
39	60	3290 ± 340		335 ± 35		

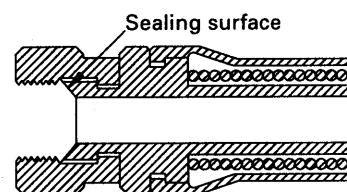
CDL00372

Thread diameter of bolt	Width across flats	
mm	mm	Nm
6	10	7.85 ± 1.95
8	13	18.6 ± 4.9
10	14	40.2 ± 5.9
12	27	82.35 ± 7.85

CDL00373

TABLE OF TIGHTENING TORQUES FOR FLARED NUTS

- ★ In the case of flared nuts for which there is no special instruction, tighten to the torque given in the table below.



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Thread diameter	Width across flat	Tightening torque	
mm	mm	Nm	kgm
14	19	24.5 ± 4.9	2.5 ± 0.5
18	24	49 ± 19.6	5 ± 2
22	27	78.5 ± 19.6	8 ± 2
24	32	137.3 ± 29.4	14 ± 3
30	36	176.5 ± 29.4	18 ± 3
33	41	196.1 ± 49	20 ± 5
36	46	245.2 ± 49	25 ± 5
42	55	294.2 ± 49	30 ± 5

TABLE OF TIGHTENING TORQUES FOR SPLIT FLANGE BOLTS

- ★ In the case of split flange bolts for which there is no special instruction, tighten to the torque given in the table below.

Thread diameter	Width across flat	Tightening torque	
mm	mm	Nm	kgm
10	14	65.7 ± 6.8	6.7 ± 0.7
12	17	112 ± 9.8	11.5 ± 1
16	22	279 ± 29	28.5 ± 3

TABLE OF TIGHTENING TORQUES FOR O-RING BOSS PIPING JOINTS

- ★ Unless there are special instructions, tighten the O-ring boss piping joints to the torque below.

Nominal No.	Thread diameter	Width across flat	Tightening torque	
	mm	mm	Nm	kgm
02	14	Varies depending on type of connector.	34.3 ± 4.9	3.5 ± 0.5
03, 04	20		93.1 ± 9.8	9.5 ± 1
05, 06	24		142.1 ± 19.6	14.5 ± 2
10, 12	33		421.4 ± 58.8	43 ± 6
14	42		877.1 ± 132.3	89.5 ± 13.5

TABLE OF TIGHTENING TORQUES FOR O-RING BOSS PLUGS

- ★ Unless there are special instructions, tighten the O-ring boss plugs to the torque below.

Nominal No.	Thread diameter	Width across flat	Tightening torque	
	mm	mm	Nm	kgm
08	8	14	7.35 ± 1.47	0.75 ± 0.15
10	10	17	11.27 ± 1.47	1.15 ± 0.15
12	12	19	17.64 ± 1.96	1.8 ± 0.2
14	14	22	22.54 ± 1.96	2.3 ± 0.2
16	16	24	29.4 ± 4.9	3 ± 0.5
18	18	27	39.2 ± 4.9	4 ± 0.5
20	20	30	49 ± 4.9	5 ± 0.5
24	24	32	68.6 ± 9.8	7 ± 1
30	30	32	107.8 ± 14.7	11 ± 1.5
33	33	—	127.4 ± 19.6	13 ± 2
36	36	36	151.9 ± 24.5	15.5 ± 2.5
42	42	—	210.7 ± 29.4	21.5 ± 3
52	52	—	323.4 ± 44.1	33 ± 4.5

TIGHTENING TORQUE FOR 102 ENGINE SERIES (BOLT AND NUTS)

Use these torques for bolts and nuts (unit: mm) of Cummins Engine.

Thread diameter	Tightening torque	
mm	Nm	kgm
6	10 ± 2	1.02 ± 0.20
8	24 ± 4	2.45 ± 0.41
10	43 ± 6	4.38 ± 0.61
12	77 ± 12	7.85 ± 1.22

TIGHTENING TORQUE FOR 102 ENGINE SERIES (EYE JOINTS)

Use these torques for eye joints (unit: mm) of Cummins Engine.

Thread diameter	Tightening torque	
mm	Nm	kgm
6	8 ± 2	0.81 ± 0.20
8	10 ± 2	1.02 ± 0.20
10	12 ± 2	1.22 ± 0.20
12	24 ± 4	2.45 ± 0.41
14	36 ± 5	3.67 ± 0.51

TIGHTENING TORQUE FOR 102 ENGINE SERIES (TAPERED SCREWS)

Use these torques for tapered screws (unit: inch) of Cummins Engine.

Thread diameter	Tightening torque	
inch	Nm	kgm
1 / 16	3 ± 1	0.31 ± 0.10
1 / 8	8 ± 2	0.81 ± 0.20
1 / 4	12 ± 2	1.22 ± 0.20
3 / 8	15 ± 2	1.53 ± 0.41
1 / 2	24 ± 4	2.45 ± 0.41
3 / 4	36 ± 5	3.67 ± 0.51
1	60 ± 9	6.12 ± 0.92

ELECTRIC WIRE CODE

In the wiring diagrams, various colors and symbols are employed to indicate the thickness of wires. This wire code table will help you understand WIRING DIAGRAMS.

Example: 5WB indicates a cable having a nominal number 5 and white coating with black stripe.

CLASSIFICATION BY THICKNESS

Nominal number	Copper wire			Cable O.D. (mm)	Current rating (A)	Applicable circuit
	Number of strands	Dia. of strands (mm)	Cross section (mm ²)			
0.85	11	0.32	0.88	2.4	12	Starting, lighting, signal etc.
2	26	0.32	2.09	3.1	20	Lighting, signal etc.
5	65	0.32	5.23	4.6	37	Charging and signal
15	84	0.45	13.36	7.0	59	Starting (Glow plug)
40	85	0.80	42.73	11.4	135	Starting
60	127	0.80	63.84	13.6	178	Starting
100	217	0.80	109.1	17.6	230	Starting

CLASSIFICATION BY COLOR AND CODE

Priority	Circuits		Charging	Ground	Starting	Lighting	Instrument	Signal	Other
	Classi- fication								
1	Pri- mary	Code	W	B	B	R	Y	G	L
		Color	White	Black	Black	Red	Yellow	Green	Blue
2	Auxi- liary	Code	WR	—	BW	RW	YR	GW	LW
		Color	White & Red	—	Black & White	Red & White	Yellow & Red	Green & White	Blue & White
Code		WB	—	BY	RB	YB	GR	LR	
Color		White & Black	—	Black & Yellow	Red & Black	Yellow & Black	Green & Red	Blue & Red	
Code		WL	—	BR	RY	YG	GY	LY	
Color		White & Blue	—	Black & Red	Red & Yellow	Yellow & Green	Green & Yellow	Blue & Yellow	
5		Code	WG	—	—	RG	YL	GB	LB
		Color	White & Green	—	—	Red & Green	Yellow & Blue	Green & Black	Blue & Black
6		Code	—	—	—	RL	YW	GL	—
		Color	—	—	—	Red & Blue	Yellow & White	Green & Blue	—

CONVERSION TABLE

METHOD OF USING THE CONVERSION TABLE

The Conversion Table in this section is provided to enable simple conversion of figures. For details of the method of using the Conversion Table, see the example given below.

EXAMPLE

- Method of using the Conversion Table to convert from millimeters to inches
1. Convert 55 mm into inches.
 - (1) Locate the number 50 in the vertical column at the left side, take this as (A), then draw a horizontal line from (A).
 - (2) Locate the number 5 in the row across the top, take this as (B), then draw a perpendicular line down from (B).
 - (3) Take the point where the two lines cross as (C). This point (C) gives the value when converting from millimeters to inches. Therefore, 55 mm = 2.165 inches.
 2. Convert 550 mm into inches.
 - (1) The number 550 does not appear in the table, so divide by 10 (move the decimal point one place to the left) to convert it to 55 mm.
 - (2) Carry out the same procedure as above to convert 55 mm to 2.165 inches.
 - (3) The original value (550 mm) was divided by 10, so multiply 2.165 inches by 10 (move the decimal point one place to the right) to return to the original value. This gives 550 mm = 21.65 inches.

Millimeters to inches

1 mm = 0.03937 in

	0	1	2	3	4	5	6	7	8	9
0	0	0.039	0.079	0.118	0.157	0.197	0.236	0.276	0.315	0.354
10	0.394	0.433	0.472	0.512	0.551	0.591	0.630	0.669	0.709	0.748
20	0.787	0.827	0.866	0.906	0.945	0.984	1.024	1.063	1.102	1.142
30	1.181	1.220	1.260	1.299	1.339	1.378	1.417	1.457	1.496	1.536
40	1.575	1.614	1.654	1.693	1.732	1.772	1.811	1.850	1.890	1.929
50	1.969	2.008	2.047	2.087	2.126	2.165	2.205	2.244	2.283	2.323
60	2.362	2.402	2.441	2.480	2.520	2.559	2.598	2.638	2.677	2.717
70	2.756	2.795	2.835	2.874	2.913	2.953	2.992	3.032	3.071	3.110
80	3.150	3.189	3.228	3.268	3.307	3.346	3.386	3.425	3.465	3.504
90	3.543	3.583	3.622	3.661	3.701	3.740	3.780	3.819	3.858	3.898

Millimeters to Inches

1 mm = 0.03937 in

	0	1	2	3	4	5	6	7	8	9
0	0	0.039	0.079	0.118	0.157	0.197	0.236	0.276	0.315	0.354
10	0.394	0.433	0.472	0.512	0.551	0.591	0.630	0.669	0.709	0.748
20	0.787	0.827	0.866	0.906	0.945	0.984	1.024	1.063	1.102	1.142
30	1.181	1.220	1.260	1.299	1.339	1.378	1.417	1.457	1.496	1.536
40	1.575	1.614	1.654	1.693	1.732	1.772	1.811	1.850	1.890	1.929
50	1.969	2.008	2.047	2.087	2.126	2.165	2.205	2.244	2.283	2.323
60	2.362	2.402	2.441	2.480	2.520	2.559	2.598	2.638	2.677	2.717
70	2.756	2.795	2.835	2.874	2.913	2.953	2.992	3.032	3.071	3.110
80	3.150	3.189	3.228	3.268	3.307	3.346	3.386	3.425	3.465	3.504
90	3.543	3.583	3.622	3.661	3.701	3.740	3.780	3.819	3.858	3.898

Kilogram to Pound

1 kg = 2.2046 lb

	0	1	2	3	4	5	6	7	8	9
0	0	2.20	4.41	6.61	8.82	11.02	13.23	15.43	17.64	19.84
10	22.05	24.25	26.46	28.66	30.86	33.07	35.27	37.48	39.68	41.89
20	44.09	46.30	48.50	50.71	51.91	55.12	57.32	59.53	61.73	63.93
30	66.14	68.34	70.55	72.75	74.96	77.16	79.37	81.57	83.78	85.98
40	88.18	90.39	92.59	94.80	97.00	99.21	101.41	103.62	105.82	108.03
50	110.23	112.44	114.64	116.85	119.05	121.25	123.46	125.66	127.87	130.07
60	132.28	134.48	136.69	138.89	141.10	143.30	145.51	147.71	149.91	152.12
70	154.32	156.53	158.73	160.94	163.14	165.35	167.55	169.76	171.96	174.17
80	176.37	178.57	180.78	182.98	185.19	187.39	189.60	191.80	194.01	196.21
90	198.42	200.62	202.83	205.03	207.24	209.44	211.64	213.85	216.05	218.26

Liter to U.S. Gallon

1ℓ = 0.2642 U.S. Gal

	0	1	2	3	4	5	6	7	8	9
0	0	0.264	0.528	0.793	1.057	1.321	1.585	1.849	2.113	2.378
10	2.642	2.906	3.170	3.434	3.698	3.963	4.227	4.491	4.755	5.019
20	5.283	5.548	5.812	6.076	6.340	6.604	6.869	7.133	7.397	7.661
30	7.925	8.189	8.454	8.718	8.982	9.246	9.510	9.774	10.039	10.303
40	10.567	10.831	11.095	11.359	11.624	11.888	12.152	12.416	12.680	12.944
50	13.209	13.473	13.737	14.001	14.265	14.529	14.795	15.058	15.322	15.586
60	15.850	16.115	16.379	16.643	16.907	17.171	17.435	17.700	17.964	18.228
70	18.492	18.756	19.020	19.285	19.549	19.813	20.077	20.341	20.605	20.870
80	21.134	21.398	21.662	21.926	22.190	22.455	22.719	22.983	23.247	23.511
90	23.775	24.040	24.304	24.568	24.832	25.096	25.361	25.625	25.889	26.153

Liter to U.K. Gallon

1ℓ = 0.21997 U.K. Gal

	0	1	2	3	4	5	6	7	8	9
0	0	0.220	0.440	0.660	0.880	1.100	1.320	1.540	1.760	1.980
10	2.200	2.420	2.640	2.860	3.080	3.300	3.520	3.740	3.950	4.179
20	4.399	4.619	4.839	5.059	5.279	5.499	5.719	5.939	6.159	6.379
30	6.599	6.819	7.039	7.259	7.479	7.699	7.919	8.139	8.359	8.579
40	8.799	9.019	9.239	9.459	9.679	9.899	10.119	10.339	10.559	10.778
50	10.998	11.281	11.438	11.658	11.878	12.098	12.318	12.528	12.758	12.978
60	13.198	13.418	13.638	13.858	14.078	14.298	14.518	14.738	14.958	15.178
70	15.398	15.618	15.838	16.058	16.278	16.498	16.718	16.938	17.158	17.378
80	17.598	17.818	18.037	18.257	18.477	18.697	18.917	19.137	19.357	19.577
90	19.797	20.017	20.237	20.457	20.677	20.897	21.117	21.337	21.557	21.777

kgm to ft. lb

1 kgm = 7.233 ft. lb

	0	1	2	3	4	5	6	7	8	9
0	0	7.2	14.5	21.7	28.9	36.2	43.4	50.6	57.9	65.1
10	72.3	79.6	86.8	94.0	101.3	108.5	115.7	123.0	130.2	137.4
20	144.7	151.9	159.1	166.4	173.6	180.8	188.1	195.3	202.5	209.8
30	217.0	224.2	231.5	238.7	245.9	253.2	260.4	267.6	274.9	282.1
40	289.3	296.6	303.8	311.0	318.3	325.5	332.7	340.0	347.2	354.4
50	361.7	368.9	376.1	383.4	390.6	397.8	405.1	412.3	419.5	426.8
60	434.0	441.2	448.5	455.7	462.9	470.2	477.4	484.6	491.8	499.1
70	506.3	513.5	520.8	528.0	535.2	542.5	549.7	556.9	564.2	571.4
80	578.6	585.9	593.1	600.3	607.6	614.8	622.0	629.3	636.5	643.7
90	651.0	658.2	665.4	672.7	679.9	687.1	694.4	701.6	708.8	716.1
100	723.3	730.5	737.8	745.0	752.2	759.5	766.7	773.9	781.2	788.4
110	795.6	802.9	810.1	817.3	824.6	831.8	839.0	846.3	853.5	860.7
120	868.0	875.2	882.4	889.7	896.9	904.1	911.4	918.6	925.8	933.1
130	940.3	947.5	954.8	962.0	969.2	976.5	983.7	990.9	998.2	1005.4
140	1012.6	1019.9	1027.1	1034.3	1041.5	1048.8	1056.0	1063.2	1070.5	1077.7
150	1084.9	1092.2	1099.4	1106.6	1113.9	1121.1	1128.3	1135.6	1142.8	1150.0
160	1157.3	1164.5	1171.7	1179.0	1186.2	1193.4	1200.7	1207.9	1215.1	1222.4
170	1129.6	1236.8	1244.1	1251.3	1258.5	1265.8	1273.0	1280.1	1287.5	1294.7
180	1301.9	1309.2	1316.4	1323.6	1330.9	1338.1	1345.3	1352.6	1359.8	1367.0
190	1374.3	1381.5	1388.7	1396.0	1403.2	1410.4	1417.7	1424.9	1432.1	1439.4

kg/cm² to lb/in²**1kg/cm² = 14.2233 lb/in²**

	0	1	2	3	4	5	6	7	8	9
0	0	14.2	28.4	42.7	56.9	71.1	85.3	99.6	113.8	128.0
10	142.2	156.5	170.7	184.9	199.1	213.4	227.6	241.8	256.0	270.2
20	284.5	298.7	312.9	327.1	341.4	355.6	369.8	384.0	398.3	412.5
30	426.7	440.9	455.1	469.4	483.6	497.8	512.0	526.3	540.5	554.7
40	568.9	583.2	597.4	611.6	625.8	640.1	654.3	668.5	682.7	696.9
50	711.2	725.4	739.6	753.8	768.1	782.3	796.5	810.7	825.0	839.2
60	853.4	867.6	881.8	896.1	910.3	924.5	938.7	953.0	967.2	981.4
70	995.6	1010	1024	1038	1053	1067	1081	1095	1109	1124
80	1138	1152	1166	1181	1195	1209	1223	1237	1252	1266
90	1280	1294	1309	1323	1337	1351	1365	1380	1394	1408
100	1422	1437	1451	1465	1479	1493	1508	1522	1536	1550
110	1565	1579	1593	1607	1621	1636	1650	1664	1678	1693
120	1707	1721	1735	1749	1764	1778	1792	1806	1821	1835
130	1849	1863	1877	1892	1906	1920	1934	1949	1963	1977
140	1991	2005	2020	2034	2048	2062	2077	2091	2105	2119
150	2134	2148	2162	2176	2190	2205	2219	2233	2247	2262
160	2276	2290	2304	2318	2333	2347	2361	2375	2389	2404
170	2418	2432	2446	2460	2475	2489	2503	2518	2532	2546
180	2560	2574	2589	2603	2617	2631	2646	2660	2674	2688
190	2702	2717	2731	2745	2759	2773	2788	2802	2816	2830
200	2845	2859	2873	2887	2901	2916	2930	2944	2958	2973
210	2987	3001	3015	3030	3044	3058	3072	3086	3101	3115
220	3129	3143	3158	3172	3186	3200	3214	3229	3243	3257
230	3271	3286	3300	3314	3328	3343	3357	3371	3385	3399
240	3414	3428	3442	3456	3470	3485	3499	3513	3527	3542

Temperature

Fahrenheit-Centigrade Conversion ; a simple way to convert a Fahrenheit temperature reading into a Centigrade temperature reading or vice versa is to enter the accompanying table in the center or boldface column of figures.

These figures refer to the temperature in either Fahrenheit or Centigrade degrees.

If it is desired to convert from Fahrenheit to Centigrade degrees, consider the center column as a table of Fahrenheit temperatures and read the corresponding Centigrade temperature in the column at the left.

If it is desired to convert from Centigrade to Fahrenheit degrees, consider the center column as a table of Centigrade values, and read the corresponding Fahrenheit temperature on the right.

$$1^{\circ}\text{C} = 33.8^{\circ}\text{F}$$

$^{\circ}\text{C}$		$^{\circ}\text{F}$	$^{\circ}\text{C}$		$^{\circ}\text{F}$	$^{\circ}\text{C}$		$^{\circ}\text{F}$	$^{\circ}\text{C}$		$^{\circ}\text{F}$
-40.4	-40	-40.0	-11.7	11	51.8	7.8	46	114.8	27.2	81	117.8
-37.2	-35	-31.0	-11.1	12	53.6	8.3	47	116.6	27.8	82	179.6
-34.4	-30	-22.0	-10.6	13	55.4	8.9	48	118.4	28.3	83	181.4
-31.7	-25	-13.0	-10.0	14	57.2	9.4	49	120.2	28.9	84	183.2
-28.9	-20	-4.0	-9.4	15	59.0	10.0	50	122.0	29.4	85	185.0
-28.3	-19	-2.2	-8.9	16	60.8	10.6	51	123.8	30.0	86	186.8
-27.8	-18	-0.4	-8.3	17	62.6	11.1	52	125.6	30.6	87	188.6
-27.2	-17	1.4	-7.8	18	64.4	11.7	53	127.4	31.1	88	190.4
-26.7	-16	3.2	-7.2	19	66.2	12.2	54	129.2	31.7	89	192.2
-26.1	-15	5.0	-6.7	20	68.0	12.8	55	131.0	32.2	90	194.0
-25.6	-14	6.8	-6.1	21	69.8	13.3	56	132.8	32.8	91	195.8
-25.0	-13	8.6	-5.6	22	71.6	13.9	57	134.6	33.3	92	197.6
-24.4	-12	10.4	-5.0	23	73.4	14.4	58	136.4	33.9	93	199.4
-23.9	-11	12.2	-4.4	24	75.2	15.0	59	138.2	34.4	94	201.2
-23.3	-10	14.0	-3.9	25	77.0	15.6	60	140.0	35.0	95	203.0
-22.8	-9	15.8	-3.3	26	78.8	16.1	61	141.8	35.6	96	204.8
-22.2	-8	17.6	-2.8	27	80.6	16.7	62	143.6	36.1	97	206.6
-21.7	-7	19.4	-2.2	28	82.4	17.2	63	145.4	36.7	98	208.4
-21.1	-6	21.2	-1.7	29	84.2	17.8	64	147.2	37.2	99	210.2
-20.6	-5	23.0	-1.1	30	86.0	18.3	65	149.0	37.8	100	212.0
-20.0	-4	24.8	-0.6	31	87.8	18.9	66	150.8	40.6	105	221.0
-19.4	-3	26.6	0	32	89.6	19.4	67	152.6	43.3	110	230.0
-18.9	-2	28.4	0.6	33	91.4	20.0	68	154.4	46.1	115	239.0
-18.3	-1	30.2	1.1	34	93.2	20.6	69	156.2	48.9	120	248.0
-17.8	0	32.0	1.7	35	95.0	21.1	70	158.0	51.7	125	257.0
-17.2	1	33.8	2.2	36	96.8	21.7	71	159.8	54.4	130	266.0
-16.7	2	35.6	2.8	37	98.6	22.2	72	161.6	57.2	135	275.0
-16.1	3	37.4	3.3	38	100.4	22.8	73	163.4	60.0	140	284.0
-15.6	4	39.2	3.9	39	102.2	23.3	74	165.2	62.7	145	293.0
-15.0	5	41.0	4.4	40	104.0	23.9	75	167.0	65.6	150	302.0
-14.4	6	42.8	5.0	41	105.8	24.4	76	168.8	68.3	155	311.0
-13.9	7	44.6	5.6	42	107.6	25.0	77	170.6	71.1	160	320.0
-13.3	8	46.4	6.1	43	109.4	25.6	78	172.4	73.9	165	329.0
-12.8	9	48.2	6.7	44	111.2	26.1	79	174.2	76.7	170	338.0
-12.2	10	50.0	7.2	45	113.0	26.7	80	176.0	79.4	175	347.0

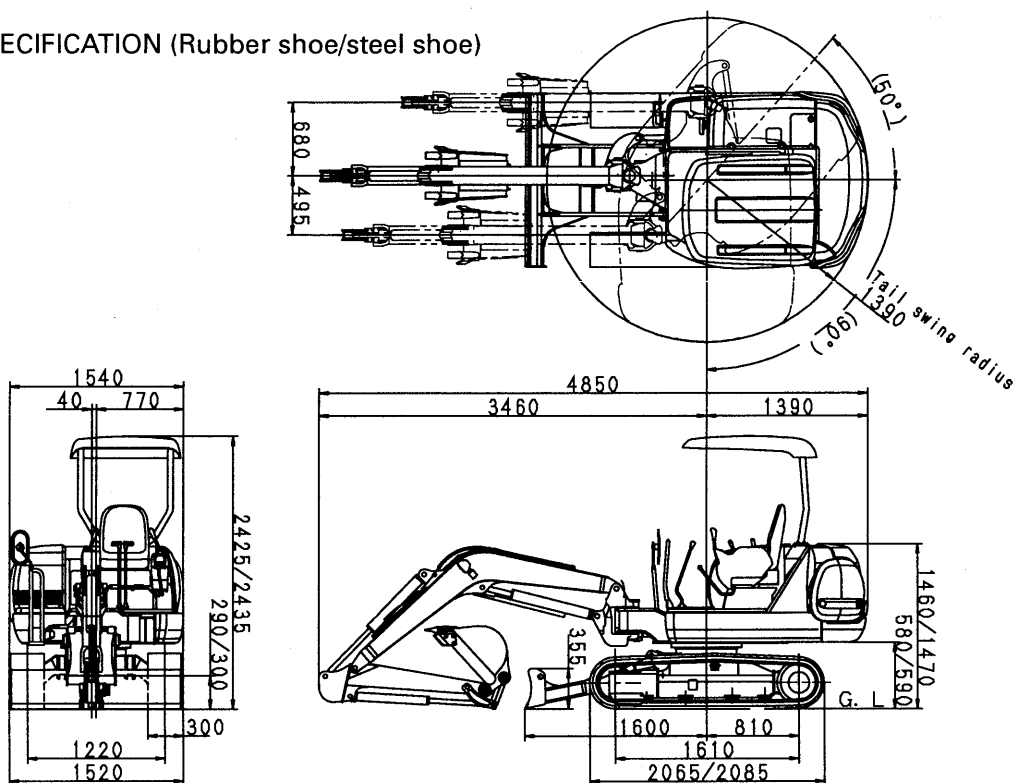
01 GENERAL

General assembly drawing	01- 2
Specifications	01-10
Weight table	01-18
List of lubricant and water	01-22

GENERAL ASSEMBLY DRAWING

PC30R-8

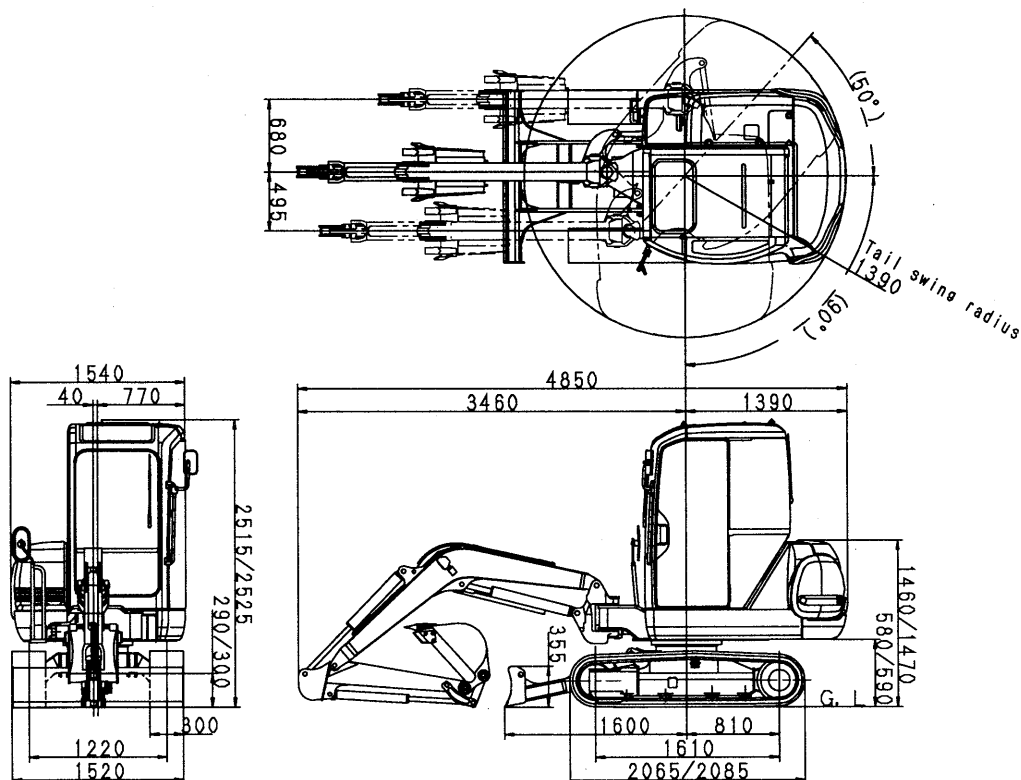
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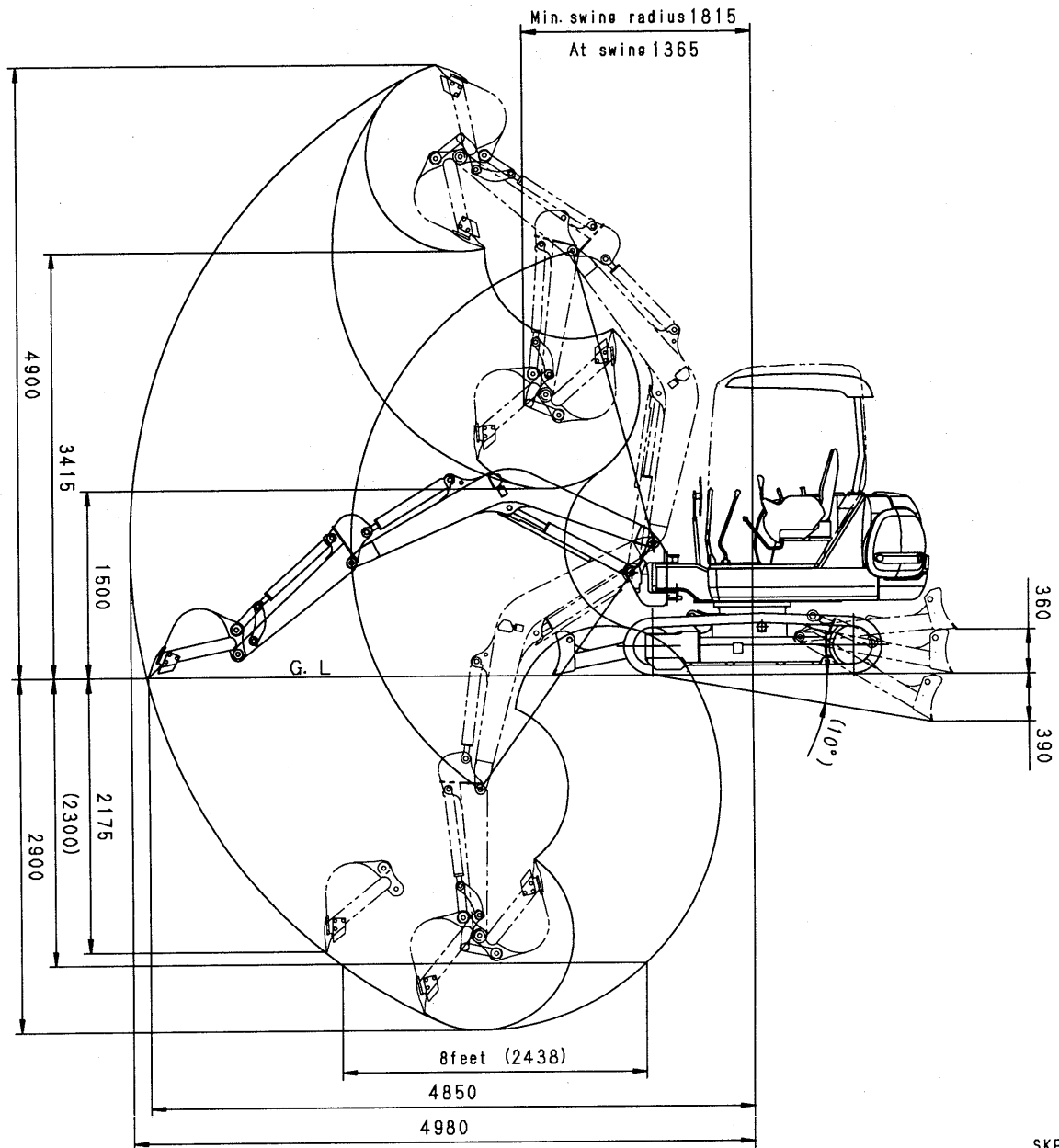
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PC30R-8

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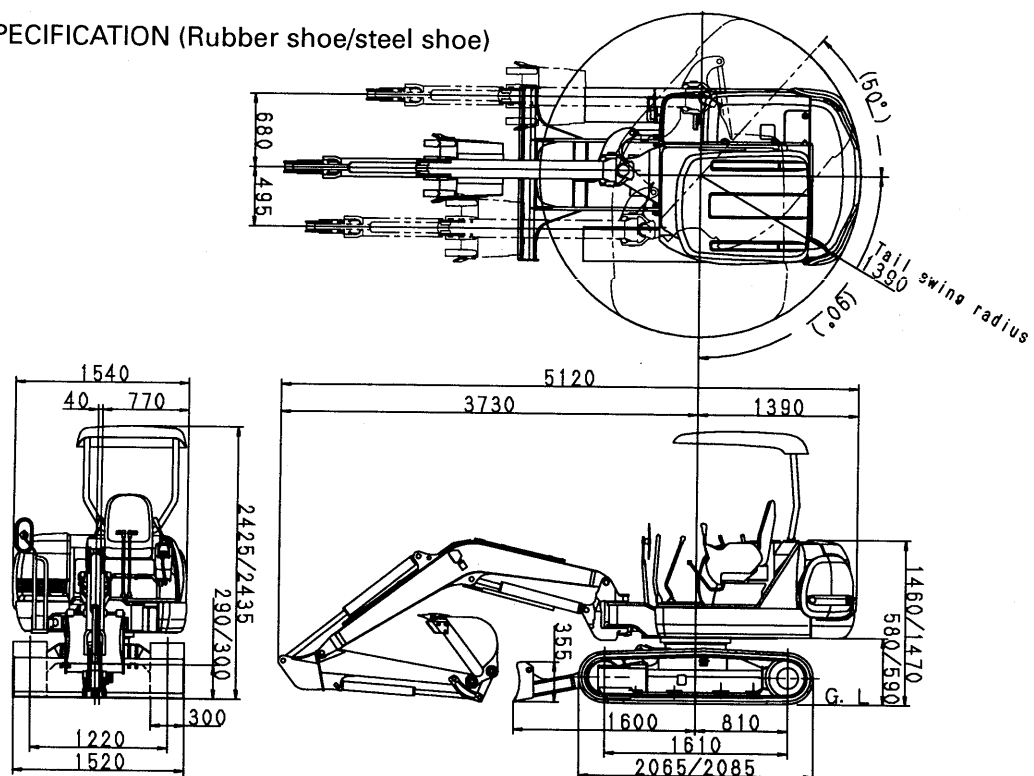
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**PC30R-8
WORKING RANGES**

SKP04539

PC35R-8

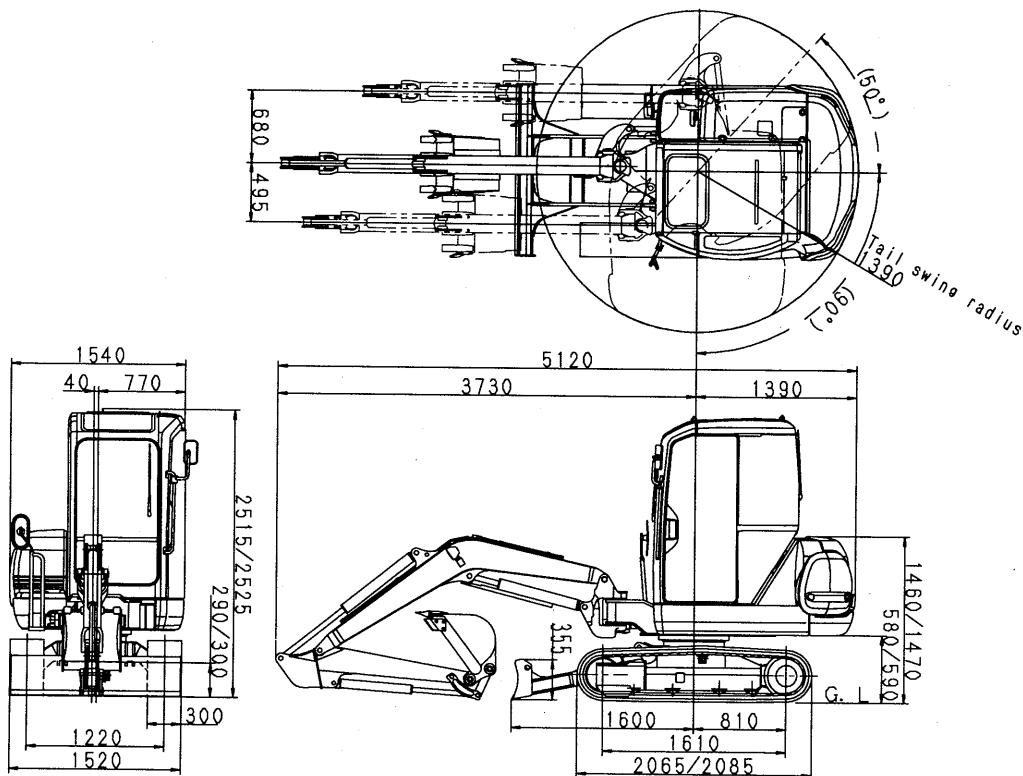
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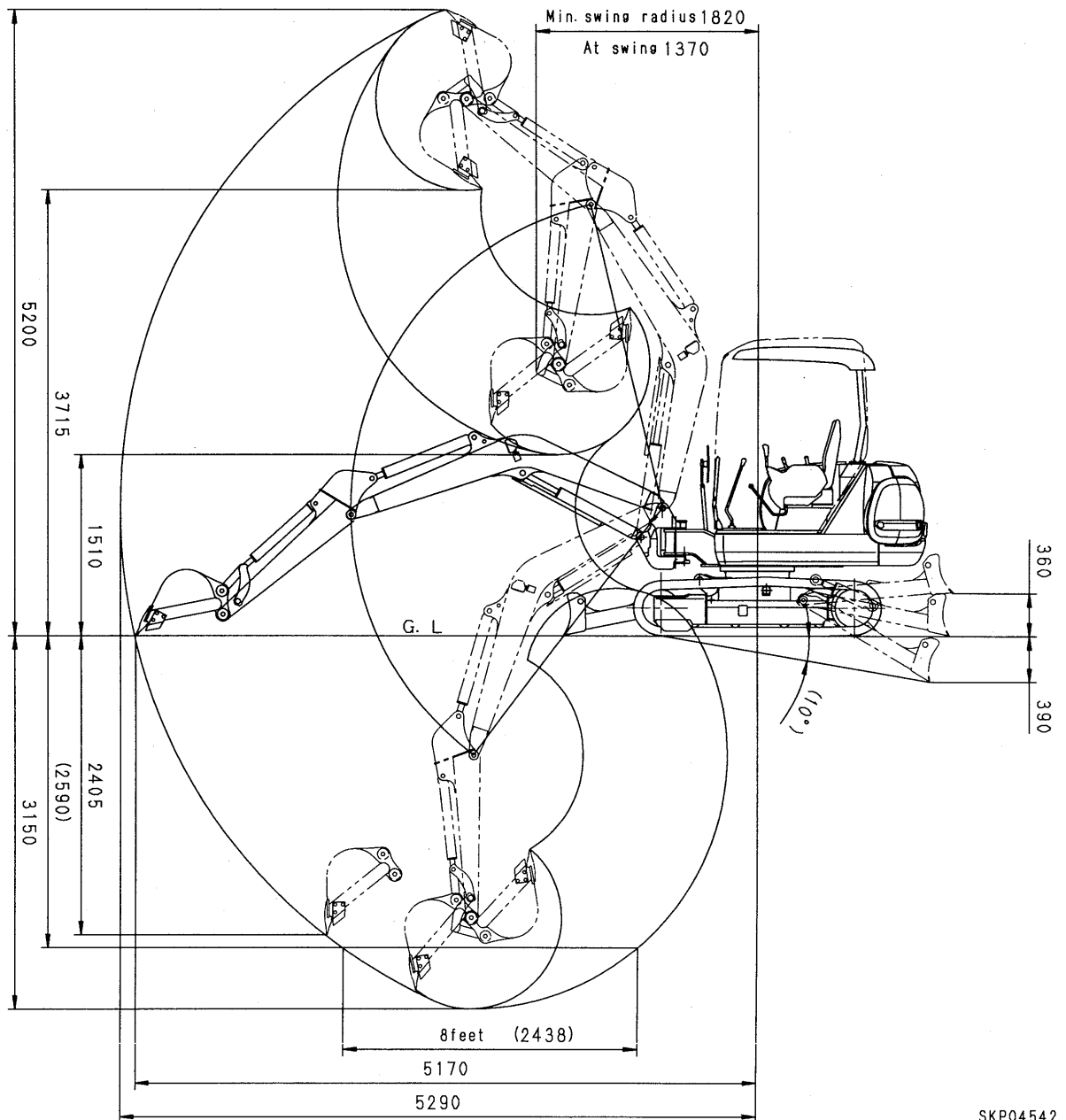
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PC35R-8

- CAB SPECIFICATION (Rubber shoe/steel shoe)



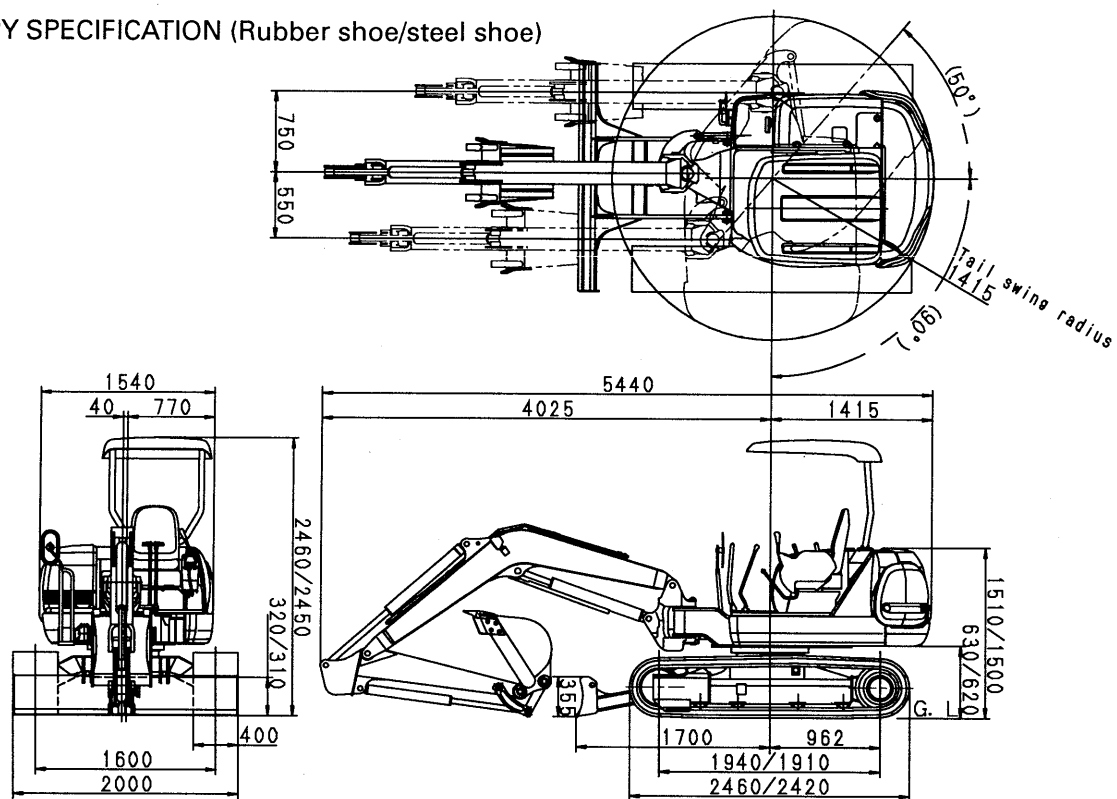
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**PC35R-8
WORKING RANGES**

SKP04542

PC40R-8

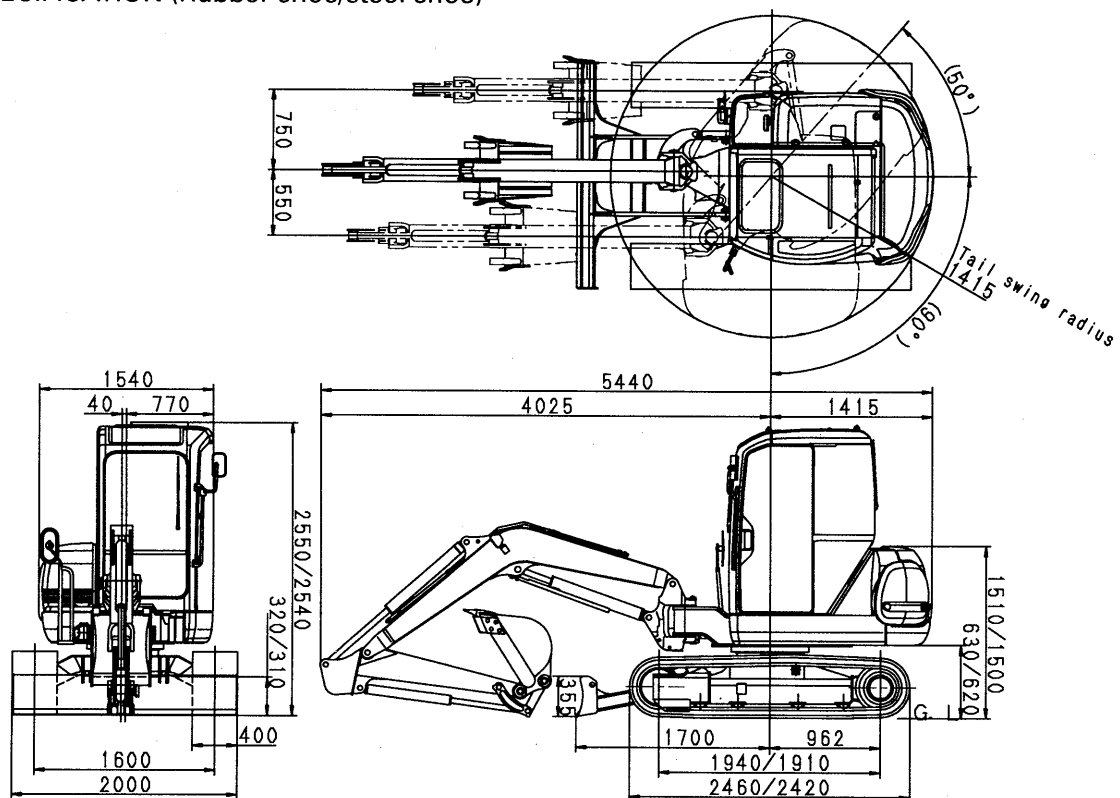
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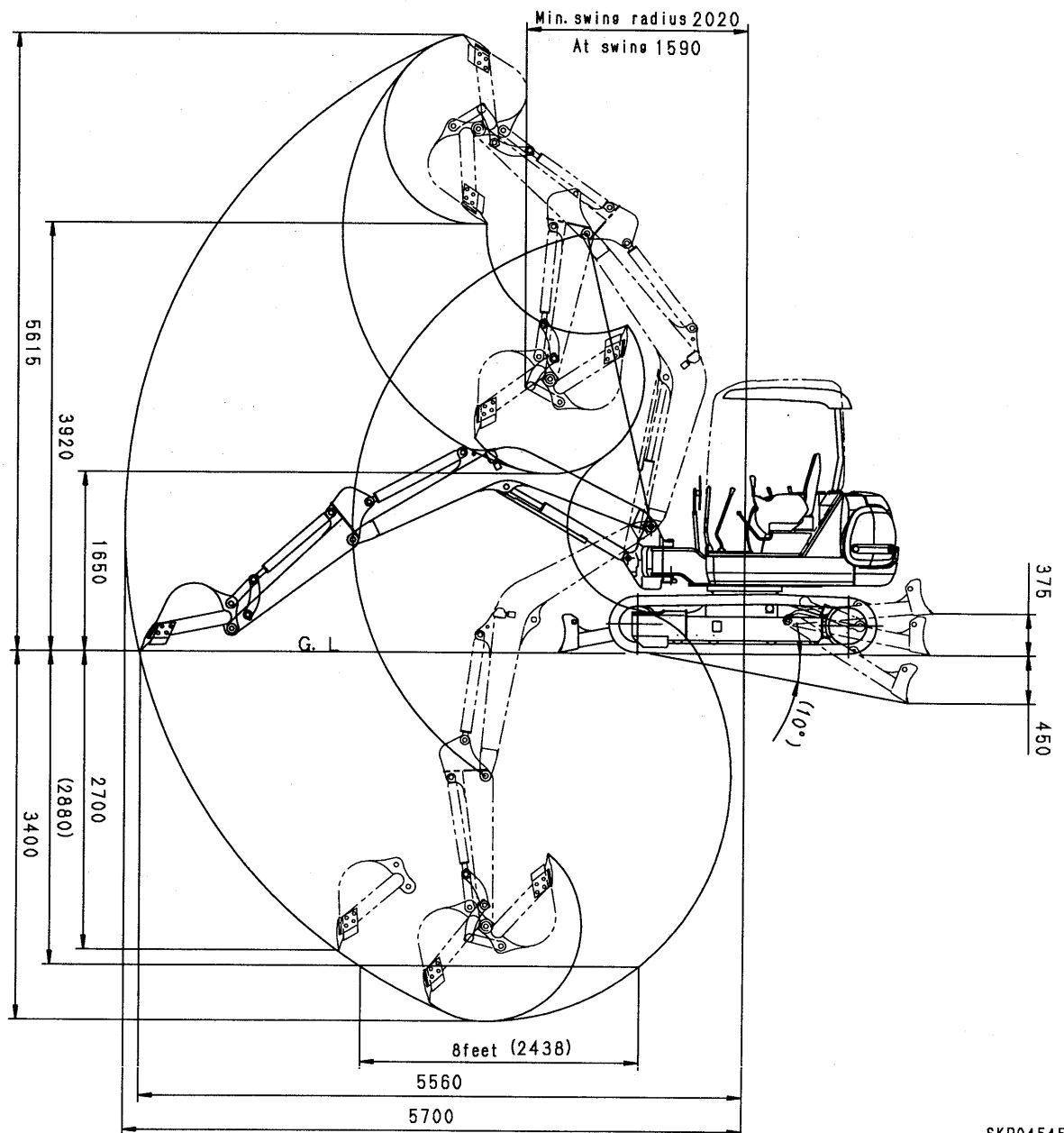
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PC40R-8

- CAB SPECIFICATION (Rubber shoe/steel shoe)



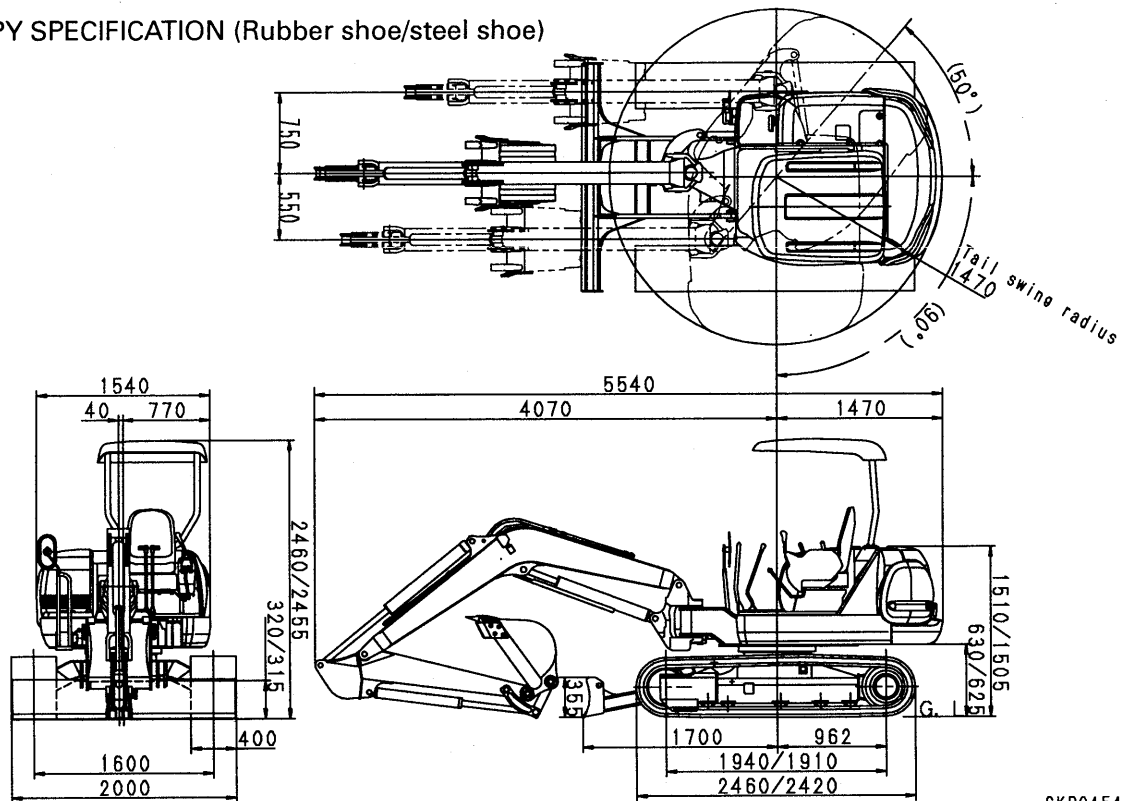
SKP04544

**PC40R-8
WORKING RANGES**

SKP04545

PC45R-8

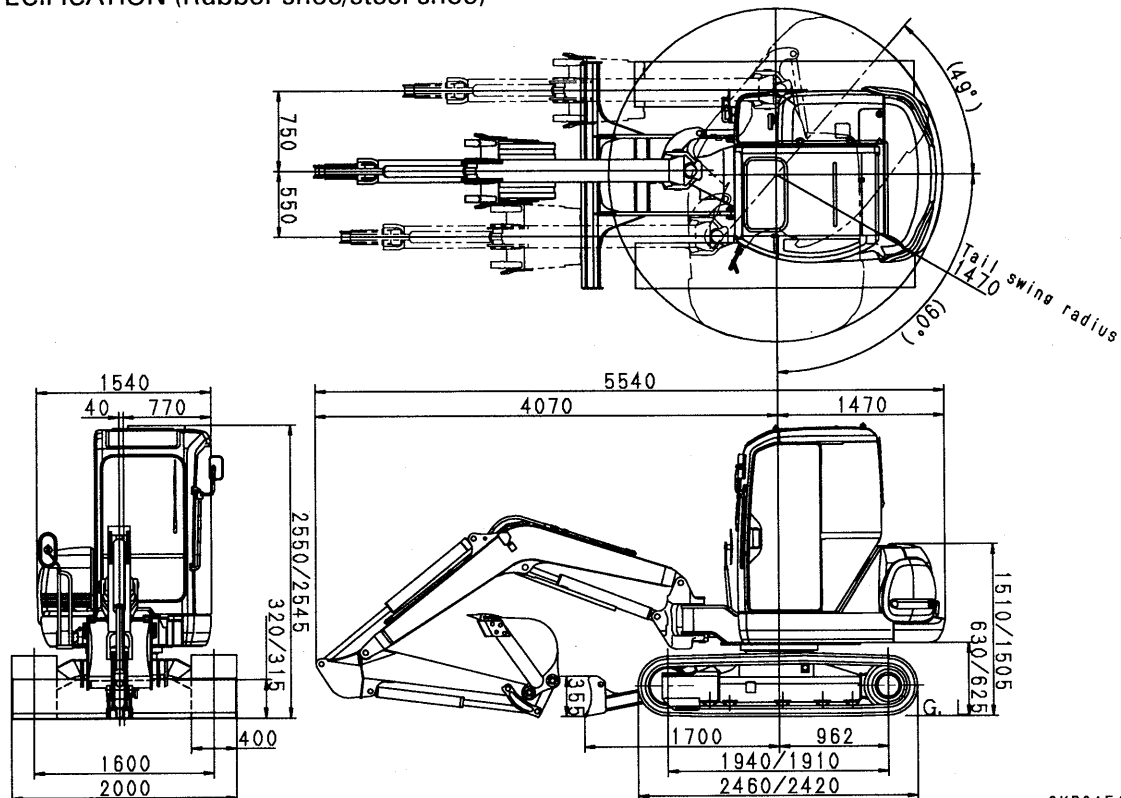
- CANOPY SPECIFICATION (Rubber shoe/steel shoe)



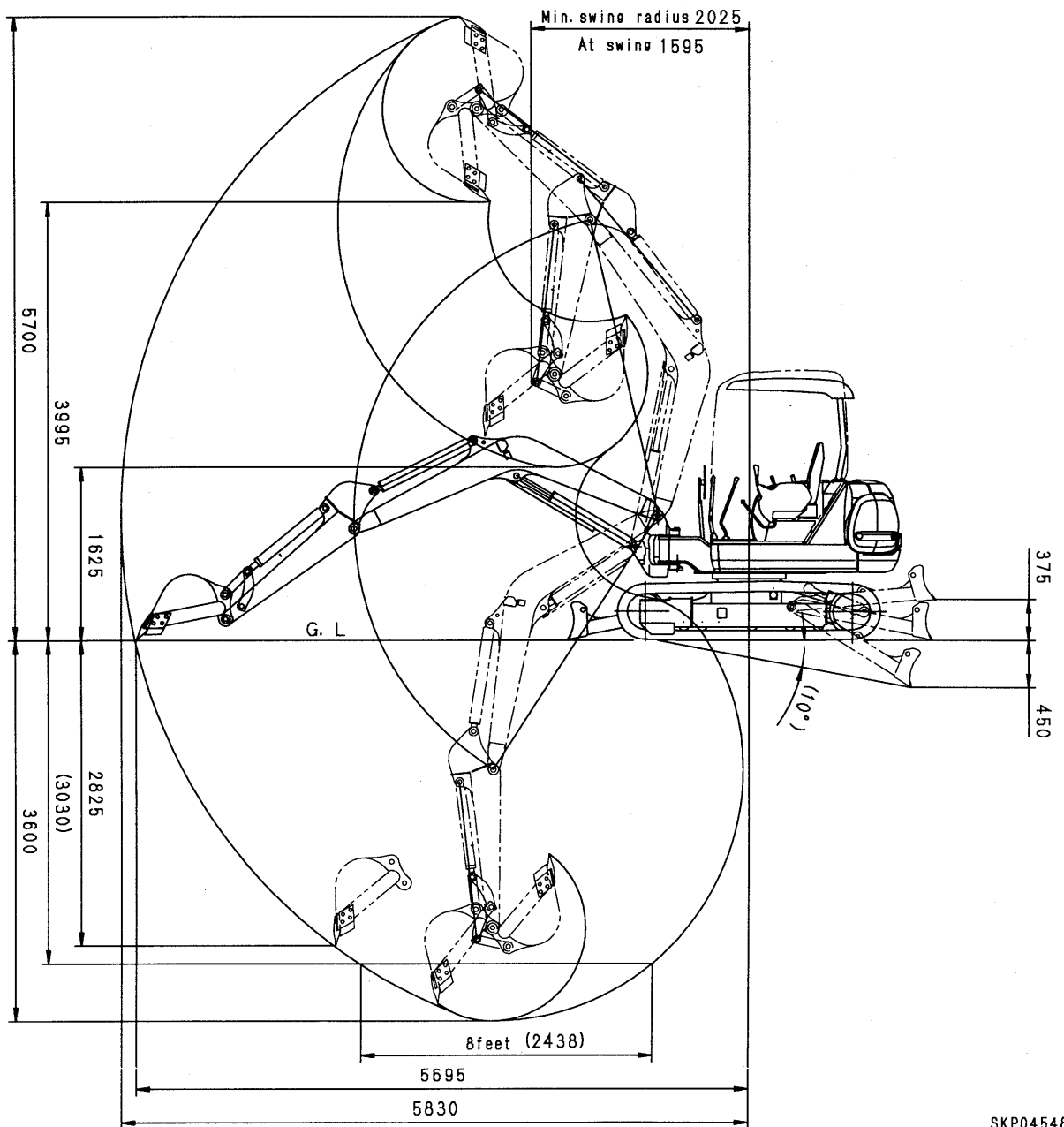
SKP04546

PC45R-8

- CAB SPECIFICATION (Rubber shoe/steel shoe)



SKP04547

PC45R-8
WORKING RANGES

SKP04548

SPECIFICATIONS

Machine model			PC30R-8		
			Canopy specification	Cab specification	
Serial number			10001 and up	10001 and up	
Bucket capacity		m³	0.09	0.09	
Operating weight		kg	2,955	3,110	
Performance	Working ranges	Max. digging depth	mm	2,900	2,900
		Max. vertical wall depth	mm	2,175	2,175
		Max. digging reach	mm	4,980	4,980
		Max. reach at ground level	mm	4,850	4,850
		Max. digging height	mm	4,900	4,900
		Max. dumping height	mm	3,415	3,415
		Bucket offset	mm	495 (L.H.), 680 (R.H.)	495 (L.H.), 680 (R.H.)
	Max. digging force		kN {kg}	230 {2,350}	230 {2,350}
	Swing speed		rpm	9.0	9.0
	Swing max. slope angle		°	20	20
	Travel speed (Hi/Lo)		km/h	4.5/2.7 (4.6/2.8)	4.5/2.7 (4.6/2.8)
	Gradeability		°	30	30
	Ground pressure (at standard shoe)		kPa {kg/cm²}	27.5 {0.28}	29.3 {0.30}
	Dimensions	Ovarall length (for transport)		mm	4,850
Overall width		mm	1,540	1,540	
Overall width (crawler)		mm	1,520	1,520	
Overall height (for transport)		mm	2,435 (2,425)	5,525 (2,515)	
Ground clearance of conterweight		mm	580	580	
Min. ground clearance		mm	290	290	
Tail swing radius		mm	1,390	1,390	
Min. swing radius of work equip- ment		mm	1,815	1,815	
Min. swing radius of work equip- ment (at boom swing)		mm	1,365	1,365	
Height of work equipment at min. swing radius		mm	3,725	3,725	
Length of track on ground		mm	1,610	1,610	
Track gauge		mm	1,220	1,220	
Machine cab height		mm	1,460	1,460	
Blade width		mm	1,520	1,520	
Blade height		mm	355	355	

★ (): Rubber shoe specification.

Machine model			PC30R-8	
			Canopy specification	Cab specification
Serial number			10001 and up	10001 and up
Engine	Model		3D84E-3F	
	Type		4-cycle, water cooled, in-line direct injection type	
	No. of cylinders – bore × stroke	mm	3 – 84 × 90	
	Piston displacement	ℓ {cc}	1.496 {1,496}	
	Performance	Fly wheel horsepower	20.6/2,500 {28/2,500}	
		Maxium torque	85.3/1,800 {8.7/1,800}	
		High idling speed	2,675	
		Low idling speed	1,100	
		Min. fuel consumption ratio	231 {170}	
	Starting motor		12V, 1.2 kW	
	Alternator		12V, 40A	
	Battery		12V, 70Ah (75D31R)	
	Radiator type		CF24-1	
Under-carriage	Carrier roller (each side)		1 on each side	
	Track roller (each side)		4 on each side	
	Track shoe (Rubber shoe)		Rubber pad shoe	
	Track shoe (Steel shoe) (each side)		Double grouser: 43 each side	
Hydraulic system	Hydraulic pump	Type × no.	LPV45 + FBR8.5 × 1	
		Delivery	85 + 20	
		Set pressure	24.5 {250} swing 15.2 {155}	
	Control valve	Type × no.	9-spool type × 1	
		Control method	Hydraulic assist type (boom, arm bucket, swing) Direct control type (travel, brade, boom swing)	
	Hydraulic motor	Travel motor	Piston type with countervalance valve (PHV300)	
		Swing motor	Piston type, brake valve, with swing shaft brake (LMF16)	
	Hydraulic cylinder		Reciprocating piston	
	Hydraulic tank		Box-shaped, close	
	Hydraulic oil filter		Tank return side	
	Hydraulic oil cooler		Air cooled	

Machine model			PC35R-8		
			Canopy specification	Cab specification	
Serial number			35001 and up	35001 and up	
Bucket capacity		m³	0.11	0.11	
Operating weight		kg	3,200	3,350	
Performance	Working ranges	Max. digging depth	mm	3,150	3,150
		Max. vertical wall depth	mm	2,405	2,405
		Max. digging reach	mm	5,290	5,290
		Max. reach at ground level	mm	5,170	5,170
		Max. digging height	mm	5,200	5,200
		Max. dumping height	mm	3,715	3,715
		Bucket offset	mm	495 (L.H.), 680 (R.H.)	495 (L.H.), 680 (R.H.)
	Max. digging force		kN {kg}	26.4 {2,690}	26.4 {2,690}
	Swing speed		rpm	9.0	9.0
	Swing max. slope angle		°	20	20
	Travel speed (Hi/Lo)		km/h	4.5/2.7 (4.6/2.8)	4.5/2.7 (4.6/2.8)
	Gradeability		°	30	30
	Ground pressure (at standard shoe)		kPa {kg/cm²}	30.4 {0.31}	31.4 {0.32}
	Dimensions	Ovarall length (for transport)		mm	5,120
Overall width		mm	1,540	1,540	
Overall width (crawler)		mm	1,520	1,520	
Overall height (for transport)		mm	2,435 (2,425)	2,525 (2,515)	
Ground clearance of conterweight		mm	580	580	
Min. ground clearance		mm	290	290	
Tail swing radius		mm	1,415	1,415	
Min. swing radius of work equip- ment		mm	1,820	1,820	
Min. swing radius of work equip- ment (at boom swing)		mm	1,370	1,370	
Height of work equipment at min. swing radius		mm	2,970	2,970	
Length of track on ground		mm	1,610	1,610	
Track gauge		mm	1,220	1,220	
Machine cab height		mm	1,460	1,460	
Blade width		mm	1,520	1,520	
Blade height		mm	355	355	

★ (): Rubber shoe specification.

Machine model			PC35R-8	
			Canopy specification	Cab specification
Serial number			35001 and up	35001 and up
Engine	Model		3D84E-3F	
	Type		4-cycle, water cooled, in-line direct injection type	
	No. of cylinders – bore × stroke	mm	3 – 84 × 90	
	Piston displacement	ℓ {cc}	1.496 {1,496}	
	Performance			
	Fly wheel horsepower	kW/rpm {PS/rpm}	20.6/2,500 {28/2,500}	
Under-carriage	Maxium torque	Nm/rpm {kgm/rpm}	85.3/1,800 {8.7/1,800}	
	High idling speed	rpm	2,675	
	Low idling speed	rpm	1,100	
	Min. fuel consumption ratio	g/kWh {g/PSH}	231 {170}	
	Starting motor		12V, 1.2 kW	
	Alternator		12V, 40A	
	Battery		12V, 70Ah (75D31R)	
	Radiator type		CF24-1	
	Carrier roller (each side)		1 on each side	
	Track roller (each side)		4 on each side	
Hydraulic system	Track shoe (Rubber shoe)		Rubber pad shoe	
	Track shoe (Steel shoe) (each side)		Double grouser: 43 each side	
	Hydraulic pump			
	Type × no.		LPV45 + FBR8.5 × 1	
	Delivery	ℓ/min	85 + 20	
	Set pressure	MPa {kg/cm ² }	24.5 {250} swing 16.2 {165}	
	Control valve			
Hydraulic system	Type × no.		9-spool type × 1	
	Control method		Hydraulic assist type (boom, arm bucket, swing) Direct control type (travel, brade, boom swing)	
	Travel motor		Piston type with countervalance valve (PHV350)	
	Swing motor		Piston type, brake valve, with swing shaft brake (LMF16)	
	Hydraulic cylinder		Reciprocating piston	
Hydraulic system	Hydraulic tank		Box-shaped, close	
	Hydraulic oil filter		Tank return side	
	Hydraulic oil cooler		Air cooled	

Machine model			PC40R-8			
			Canopy specification	Cab specification		
Serial number			30001 and up	30001 and up		
Bucket capacity		m³	0.14	0.14		
Operating weight		kg	4,055	4,210		
Performance	Working ranges	Max. digging depth	mm	2,400	2,400	
		Max. vertical wall depth	mm	2,700	2,700	
		Max. digging reach	mm	5,700	5,700	
		Max. reach at ground level	mm	5,560	5,560	
		Max. digging height	mm	5,615	5,615	
		Max. dumping height	mm	3,920	3,920	
		Bucket offset	mm	550 (L.H.), 750 (R.H.)	550 (L.H.), 750 (R.H.)	
	Max. digging force		kN {kg}	30.2 {3,080}	30.2 {3,080}	
	Swing speed		rpm	9.0	9.0	
	Swing max. slope angle		°	17	17	
	Travel speed (Hi/Lo)		km/h	4.3/2.6 (4.6/2.8)	4.3/2.6 (4.6/2.8)	
	Gradeability		°	30	30	
	Ground pressure (at standard shoe)		kPa {kg/cm²}	24.5 {0.25}	24.5 {0.25}	
	Dimensions	Ovarall length (for transport)		mm	5,440	5,440
		Overall width		mm	2,000	2,000
Overall width (crawler)		mm	2,000	2,000		
Overall height (for transport)		mm	2,450 (2,460)	2,540 (2,550)		
Ground clearance of conterweight		mm	630	630		
Min. ground clearance		mm	320	320		
Tail swing radius		mm	1,415	1,415		
Min. swing radius of work equip- ment		mm	2,020	2,020		
Min. swing radius of work equip- ment (at boom swing)		mm	1,590	1,590		
Height of work equipment at min. swing radius		mm	4,270	4,270		
Length of track on ground		mm	1,910 (1,940)	1,910 (1,940)		
Track gauge		mm	1,600	1,600		
Machine cab height		mm	1,510	1,510		
Blade width		mm	2,000	2,000		
Blade height		mm	355	355		

★ (): Rubber shoe specification.


Machine model			PC40R-8	
			Canopy specification	Cab specification
Serial number			30001 and up	30001 and up
Engine	Model		4D84E-3D	
	Type		4-cycle, water cooled, in-line direct injection type	
	No. of cylinders – bore × stroke	mm	4 – 84 × 90	
	Piston displacement	ℓ {cc}	1.995 {1,995}	
	Performance			
Engine	Fly wheel horsepower	kW/rpm {PS/rpm}	28.3/2,500 {38.5/2,500}	
	Maxium torque	Nm/rpm {kgm/rpm}	117.6/1,800 {12.0/1,800}	
	High idling speed	rpm	2,675	
	Low idling speed	rpm	1,100	
	Min. fuel consumption ratio	g/kWh {g/PSH}	238 {175}	
Engine	Starting motor		12V, 1.4 kW	
	Alternator		12V, 40A	
	Battery		12V, 70Ah (75D31R)	
	Radiator type		CF24-1	
Under-carriage	Carrier roller (each side)		1 on each side	
	Track roller (each side)		4 on each side	
	Track shoe (Rubber shoe)		Rubber pad shoe	
	Track shoe (Steel shoe) (each side)		Triple grouser: 38 each side	
Hydraulic system	Hydraulic pump			
	Type × no.		LPV45 + SBR10 × 1	
	Delivery	ℓ/min	110 + 25	
	Set pressure	MPa {kg/cm ² }	24.5 {250} swing 17.7 {180}	
	Control valve			
	Type × no.		9-spool type × 1	
	Control method		Hydraulic assist type (boom, arm bucket, swing) Direct control type (travel, brade, boom swing)	
	Hydraulic motor			
	Travel motor		Piston type with countervalance valve (PHV500)	
	Swing motor		Piston type, brake valve, with swing shaft brake (LMF16)	
Hydraulic system	Hydraulic cylinder		Reciprocating piston	
	Hydraulic tank		Box-shaped, close	
	Hydraulic oil filter		Tank return side	
	Hydraulic oil cooler		Air cooled	

Machine model				PC45R-8		
				Canopy specification	Cab specification	
Serial number				5001 and up	5001 and up	
Bucket capacity		m³	0.16	0.16		
Operating weight		kg	4,300	4,455		
Performance	Working ranges	Max. digging depth	mm	3,600	3,600	
		Max. vertical wall depth	mm	2,825	2,825	
		Max. digging reach	mm	5,830	5,830	
		Max. reach at ground level	mm	5,695	5,695	
		Max. digging height	mm	5,700	5,700	
		Max. dumping height	mm	3,995	3,995	
		Bucket offset	mm	550 (L.H.), 750 (R.H.)	550 (L.H.), 750 (R.H.)	
	Max. digging force		kN {kg}	34.7 {3,540}	34.7 {3,540}	
	Swing speed		rpm	9.0	9.0	
	Swing max. slope angle		°	17	17	
	Travel speed (Hi/Lo)		km/h	4.3/2.6 (4.6/2.8)	4.3/2.6 (4.6/2.8)	
	Gradeability		°	30	30	
	Ground pressure (at standard shoe)		kPa {kg/cm²}	25.5 {0.26}	26.5 {0.27}	
	Dimensions	Ovarall length (for transport)		mm	5,540	5,540
		Overall width		mm	2,000	2,000
Overall width (crawler)		mm	2,000	2,000		
Overall height (for transport)		mm	2,455 (2,460)	2,545 (2,550)		
Ground clearance of conterweight		mm	630	630		
Min. ground clearance		mm	320	320		
Tail swing radius		mm	1,470	1,470		
Min. swing radius of work equip- ment		mm	2,025	2,025		
Min. swing radius of work equip- ment (at boom swing)		mm	1,595	1,595		
Height of work equipment at min. swing radius		mm	4,375	4,375		
Length of track on ground		mm	1,910 (1,940)	1,910 (1,940)		
Track gauge		mm	1,600	1,600		
Machine cab height		mm	1,510	1,510		
Blade width		mm	2,000	2,000		
Blade height		mm	355	355		

★ (): Rubber shoe specification.

Machine model			PC45R-8	
			Canopy specification	Cab specification
Serial number			5001 and up	5001 and up
Engine	Model		4D84E-3D	
	Type		4-cycle, water cooled, in-line direct injection type	
	No. of cylinders – bore × stroke		4 – 84 × 90	
	Piston displacement		1.995 {1,995}	
	Performance		mm	
			ℓ {cc}	
		Fly wheel horsepower	kW/rpm {PS/rpm}	28.3/2,500 {38.5/2,500}
		Maxium torque	Nm/rpm {kgm/rpm}	117.6/1,800 {12.0/1,800}
		High idling speed	rpm	2,675
		Low idling speed	rpm	1,100
	Min. fuel consumption ratio	g/kWh {g/PSH}	238 {175}	
Starting motor		12V, 1.4 kW		
Alternator		12V, 40A		
Battery		12V, 70Ah (75D31R)		
Radiator type		CF24-1		
Under-carriage	Carrier roller (each side)		1 on each side	
	Track roller (each side)		5 on each side	
	Track shoe (Rubber shoe)		Rubber pad shoe	
	Track shoe (Steel shoe) (each side)		Triple grouser: 38 each side	
Hydraulic system	Hydraulic pump	Type × no.	LPV45 + SBR10 × 1	
		Delivery	110 + 25	
		Set pressure	24.5 {250} swing 19.7 {200}	
	Control valve	Type × no.	9-spool type × 1	
		Control method	Hydraulic assist type (boom, arm bucket, swing) Direct control type (travel, brade, boom swing)	
	Hydraulic motor	Travel motor	Piston type with countervalance valve (GM06VL)	
		Swing motor	Piston type, brake valve, with swing shaft brake (LMF16)	
	Hydraulic cylinder		Reciprocating piston	
Hydraulic tank		Box-shaped, close		
Hydraulic oil filter		Tank return side		
Hydraulic oil cooler		Air cooled		

WEIGHT TABLE

 This weight table is a guide for use when transporting or handling components.

Unit: kg

Machine model	PC30R-8	PC35R-8
Serial number	10001 and up	35001 and up
Engine assembly	207	207
• Engine (with engine mount)	176	176
• P.T.O	731	731
• Hydraulic pump	24.3	24.3
Radiator assembly	20.2	20.2
Hydraulic tank (without hydraulic oil)	35.7	35.7
Fuel tank (without fuel)	6.6	6.6
Operator's cab	177	177
Revolving frame	539	790
Swing machinery	22.6	22.6
Swing motor (with brake valve)	13.7	13.7
Travel motor (with reduction gear)	47 × 2	47 × 2
9-spool control valve	30	30
Center swivel joint	16	16
Counterweight (with side protector)	85	336
Track frame assembly	666	666
• Track frame	330	330
• Carrier roller	2.4 × 2	2.4 × 2
• Track roller	5.3 × 8	5.3 × 8
• Recoil spring assembly	14.3 × 2	14.3 × 2
• Idler	37 × 2	37 × 2
• Sprocket	8.6 × 2	8.6 × 2
• Swing circle assembly	40.4	40.4

★ (): Rubber shoe specification.

Unit: kg

Machine model	PC30R-8	PC35R-8
Serial number	10001 and up	35001 and up
Track shoe assembly • With standard track shoe	168 × 2 (124.2 × 2)	168 × 2 (124.2 × 2)
Boom assembly	118.1	122.2
Arm assembly	54.8	63.8
Bucket assembly	76	84.5
Boom cylinder assembly	33.1	33.1
Arm cylinder assembly	22.1	25.9
Bucket cylinder assembly	17.3	18
Boom swing cylinder assembly	31.7	31.7
Blade cylinder assembly	22.6	22.6
Boom swing bracket assembly	67.5	67.5
Blade assembly	152.1	152.1
Canopy assembly	32	32

Unit: kg

Machine model	PC40R-8	PC45R-8
Serial number	30001 and up	5001 and up
Engine assembly	253.4	253.4
• Engine (with engine mount)	221.9	221.9
• P.T.O	7.1	7.1
• Hydraulic pump	24.4	24.4
Radiator assembly	24.6	24.6
Hydraulic tank (without hydraulic oil)	35.7	35.7
Fuel tank (without fuel)	6.6	6.6
Operator's cab	177	177
Revolving frame	884	1004
Swing machinery	30.2	30.2
Swing motor (with brake valve)	14.3	14.3
Travel motor (with reduction gear)	56.2 × 2	63.2 × 2
9-spool control valve	30	30
Center swivel joint	16	16
Counterweight (with side protector)	336	456
Track frame assembly	946	981.5
• Track frame	502	502
• Carrier roller	2.4 × 2	2.4 × 2
• Track roller	10.3 × 8	10.3 × 10
• Recoil spring assembly	16.4 × 2	16.4 × 2
• Idler	45.6 × 2	45.6 × 2
• Sprocket	13.5 × 2	13.5 × 2
• Swing circle assembly	58.6	60.5

★ (): Rubber shoe specification.

Unit: kg

Machine model	PC40R-8	PC45R-8
Serial number	30001 and up	5001 and up
Track shoe assembly • With standard track shoe	264.5 × 2 (221.5 × 2)	297.5 × 2 (221.5 × 2)
Boom assembly	167	172
Arm assembly	86	94
Bucket assembly	108	111
Boom cylinder assembly	45	45
Arm cylinder assembly	34	35
Bucket cylinder assembly	26	29
Boom swing cylinder assembly	39	43
Blade cylinder assembly	33.2	33.2
Boom swing bracket assembly	93.7	93.7
Blade assembly	195	195
Canopy assembly	32	32

LIST OF LUBRICANT AND WATER

PROPER SELECTION OF FUEL, COOLANT AND LUBRICANTS

RESERVOIR	KIND OF FLUID	AMBIENT TEMPERATURE									CAPACITY (ℓ)	
		-22 -30	-4 -20	14 -10	32 0	50 10	68 20	86 30	104°F 40°C		Specified	Refill
Engine oil pan						SAE 30					PC30R,35R 7.4 ℓ	PC30R,35R 6.9 ℓ
						SAE 10W						
						SAE 10W-30					PC40R,45R 8.6 ℓ	PC40R,45R 8.0 ℓ
						SAE 15W-40						
Final drive case (each)	Engine oil										PC30R,35R 0.7 ℓ	PC30R,35R 0.7 ℓ
											PC40R 0.8 ℓ	PC40R 0.8 ℓ
											PC45R 1.1 ℓ	PC45R 1.1 ℓ
Track roller (each)											40cc	—
Idler (each)											20cc	—
Carrier roller (each)	Grease										30cc	—
Hydraulic system	Engine oil					SAE 10W					63 ℓ	33 ℓ
						SAE 10W-30						
						SAE 15W-40						
Fuel tank	Diesel fuel										50 ℓ	—
Cooling system (Including sub tank)	Water										PC30R,35R 6.8 ℓ	—
											PC40R,45R 7.5 ℓ	

※ 1: ASTM D975 No.1

NOTE:

- When fuel sulphur content is less than 0.5 %, change oil in the oil pan every periodic maintenance hours described in this manual. Change oil according to the following table if fuel sulphur content is above 0.5 %.

Fuel sulphur content	Change interval of oil in engine oil pan
0.5 to 1.0 %	1/2 of regular interval
Above 1.0 %	1/4 of regular interval

- When starting the engine in an atmospheric temperature of lower than 0°C, be sure to use engine oil of SAE10W, SAE10W-30 and SAE15W-40 even though an atmospheric temperature goes up to 10°C more or less in the day time.
- Use API classification CD as engine oil and if API classification CC, reduce the engine oil change interval to half.
- There is no problem if single grade oil is mixed with multigrade oil (SAE10W-30, 15W-40), but be sure to add single grade oil that matches the temperature in the table on the left.
- We recommend Komatsu genuine oil which has been specifically formulated and approved for use in engine and hydraulic work equipment applications.

Specified capacity: Total amount of oil including oil for components and oil in piping.

Refill capacity: Amount of oil needed to refill system during normal inspection and maintenance.

ASTM: American Society of Testing and Material

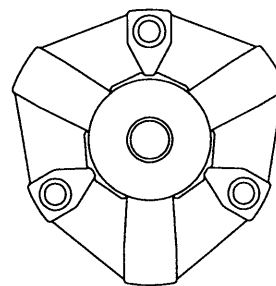
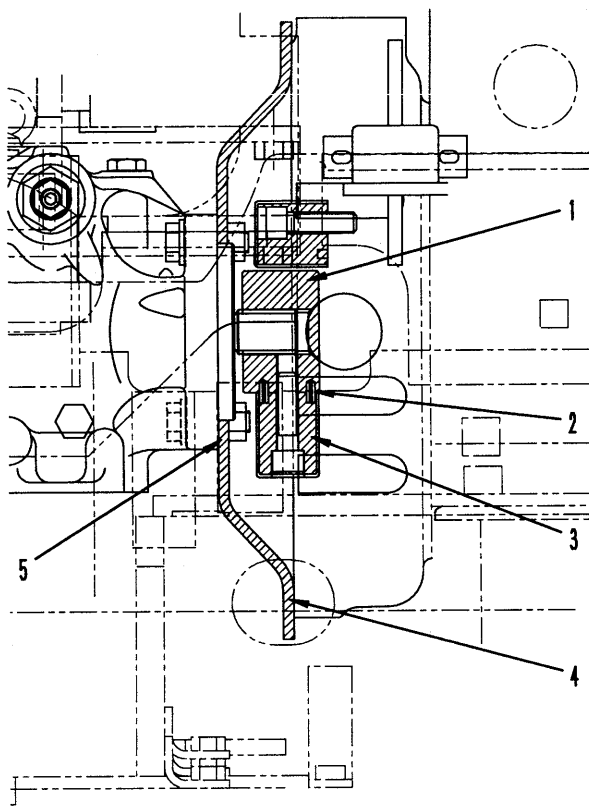
SAE: Society of Automotive Engineers

API: American Petroleum Institute

10 STRUCTURE AND FUNCTION

PTO (Coupling)	10- 2
Radiator, oil cooler	10- 3
Engine control	10- 4
Power train	10- 5
Swing circle	10- 6
Swing machinery	10- 7
Track frame, recoil spring	10- 8
Hydraulic piping drawing	10- 9
Hydraulic circuit diagram	10-10
Hydraulic pump	10-18
Center swivel joint	10-25
Swing motor	10-26
Travel motor	10-31
9-spool control valve	10-42
CLSS	10-50
Multi-control valve	10-74
Electrical wiring diagram	10-75
Valve control	10-77
Work equipment, swing PPC valve	10-78
Solenoid valve	10-82
Work equipment	10-84
Machine monitor system	10-85
Electrical circuit diagram	10-89
Hydraulic cylinder	10-90

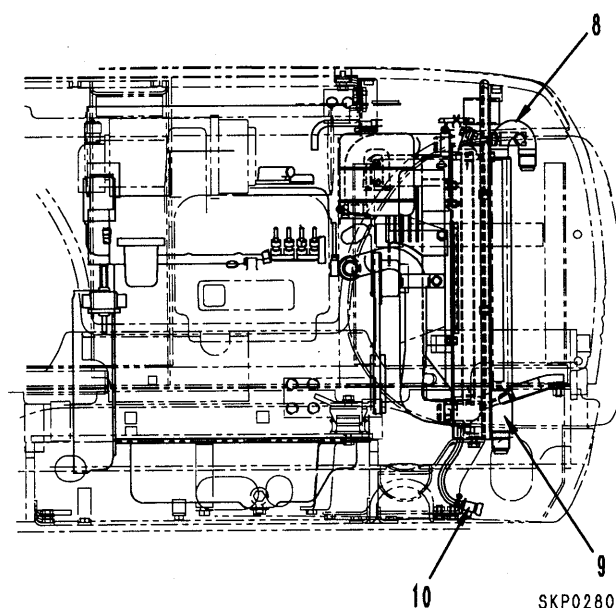
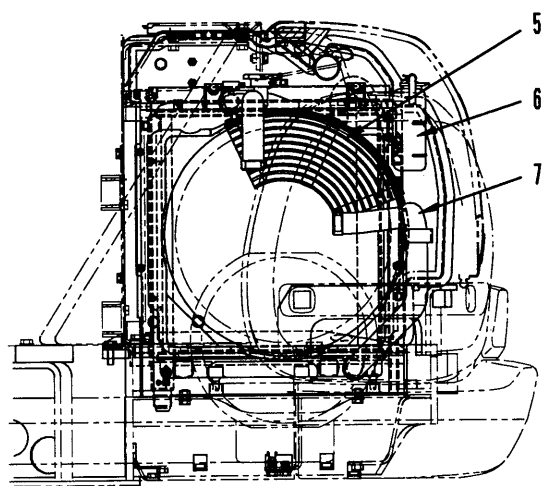
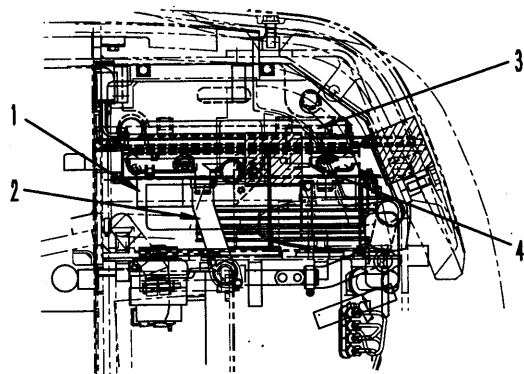
PTO (COUPLING)



SKP02808

1. Boss
2. Spring pin
3. Rubber
4. Cover
5. Pump case

RADIATOR, OIL COOLER



1. Shroud
2. Radiator inlet hose
3. Oil cooler
4. Radiator
5. Fan guard
6. Reserve tank
7. Radiator outlet hose
8. Oil cooler inlet port
9. Oil cooler outlet port
10. Drain valve

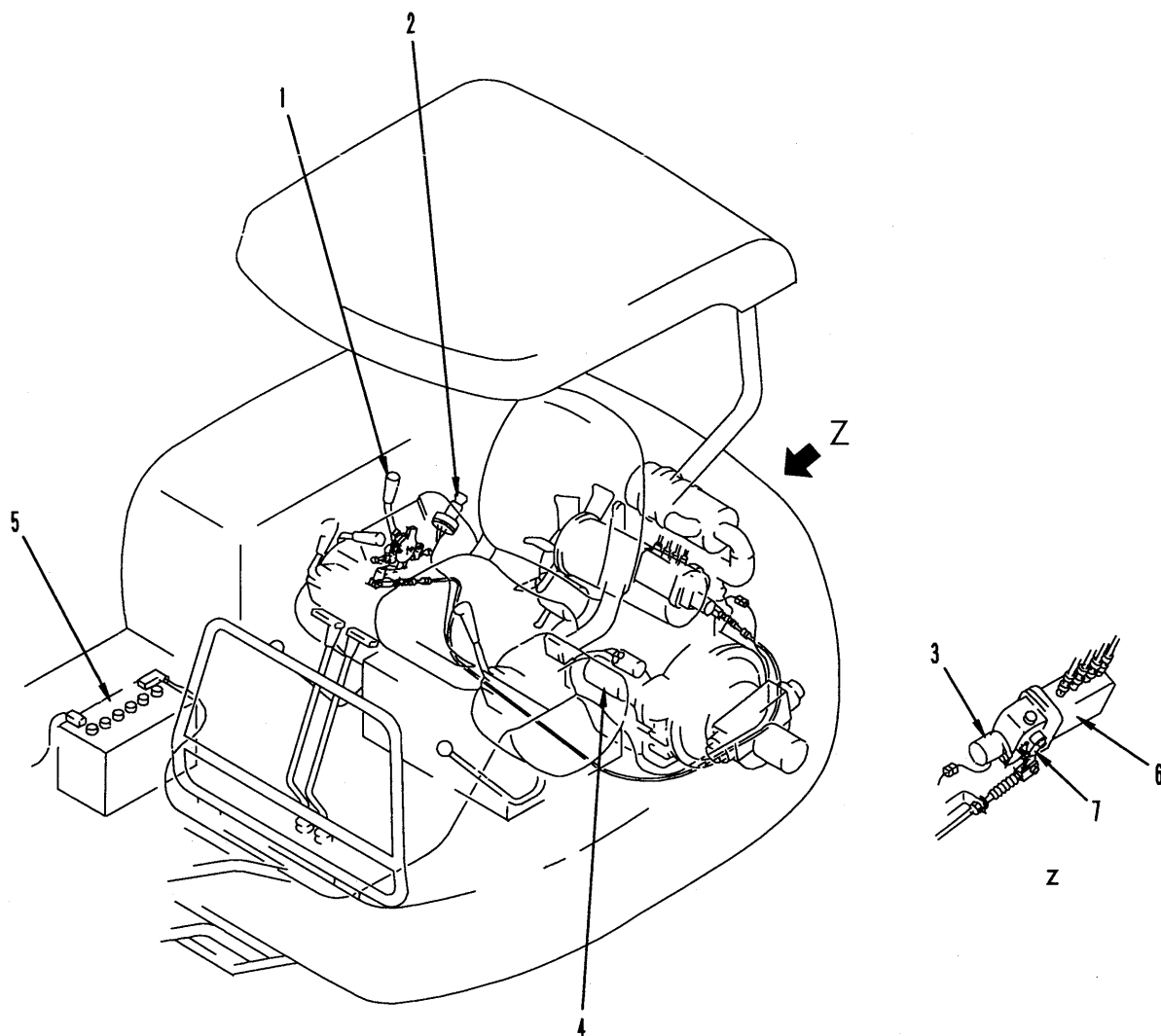
SPECIFICATIONS**Radiator**

- Core type: CF24-1
- Heat dissipation area: 6.04 m²
- Fin pitch: 3.0/2 mm
- Water capacity: 4.4 ℓ

Oil cooler

- Core type: CFT-1
- Heat dissipation area: 3.92 m²
- Fin pitch: 4.0/2mm
- Oil capacity: —

ENGINE CONTROL



SLP02810

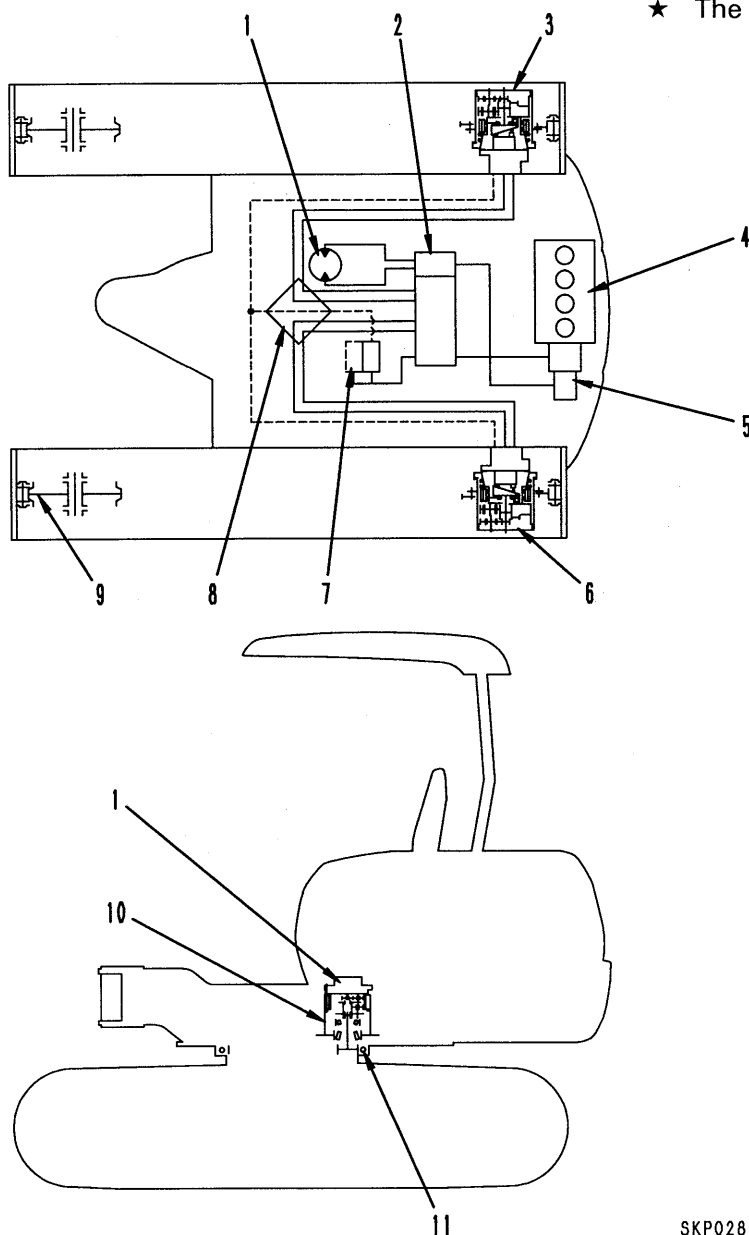
1. Battery
2. Fuel control lever
3. Starting switch
4. Starting motor
5. Engine stop solenoid
6. Fuel injection pump
7. Governor lever

OUTLINE

- The engine can be started and stopped simply by using the starting switch.
- The fuel control lever is used to control the engine speed.

POWER TRAIN

★ The sketch shows the PC40R.



- 1. Swing motor
- 2. 9-spool control valve
- 3. R.H. travel motor
- 4. Engine
- 5. Hydraulic pump
- 6. L.H. travel motor
- 7. Travel 2-speed selector solenoid valve
- 8. Center swivel joint
- 9. Idler
- 10. Swing machinery
- 11. Swing circle

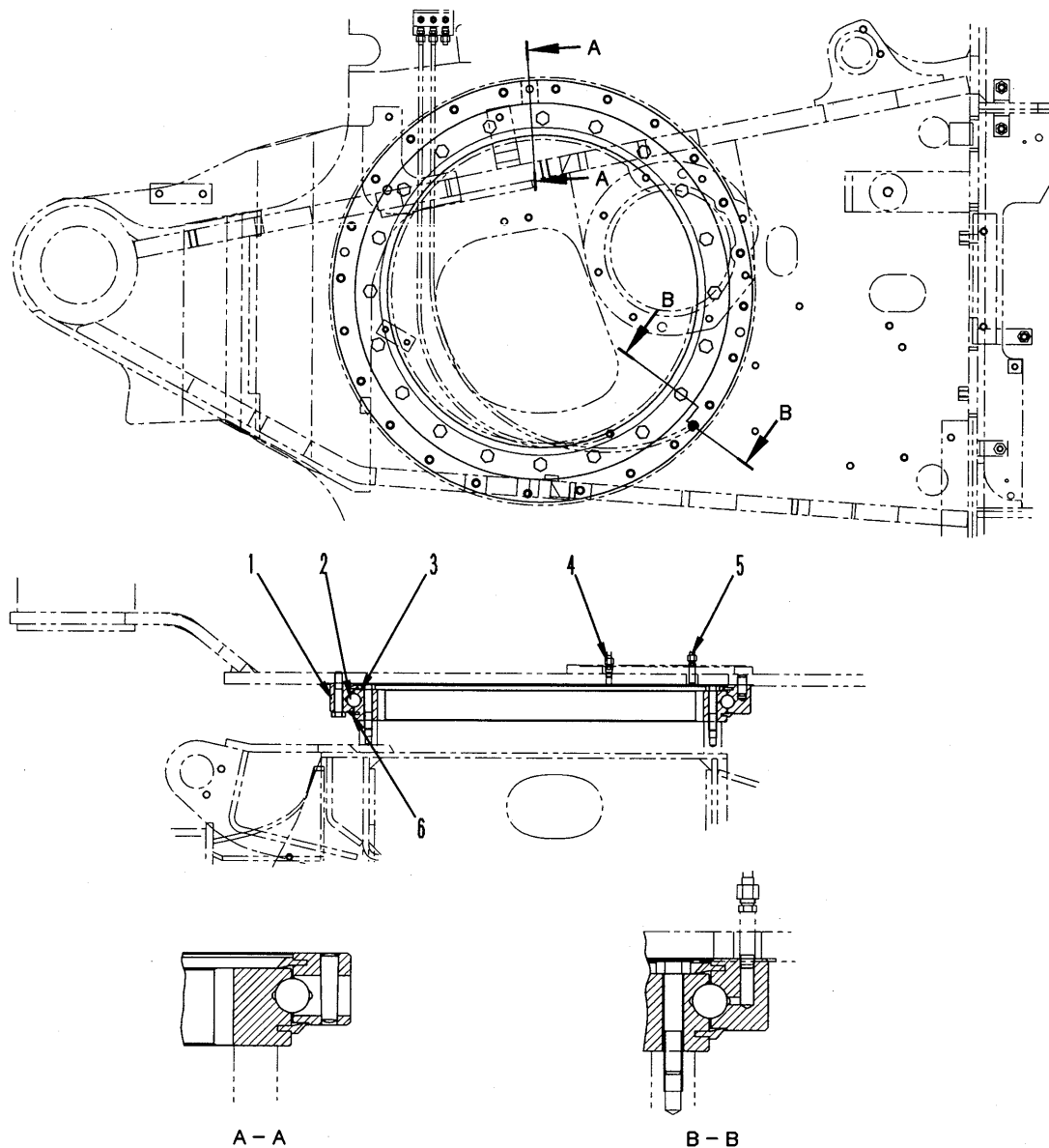
SKP02811

OUTLINE

The mechanical power from engine (4) is converted to hydraulic power by hydraulic pump (5). This hydraulic power is divided by control valve (2) according to the purpose. It is converted back to mechanical power by hydraulic motors (3) or (6), travel motor (1), or the hydraulic cylinders of each piece of work equipment, and is used to operate the travel, swing, and work equipment.

SWING CIRCLE

★ The sketch shows the PC40R.

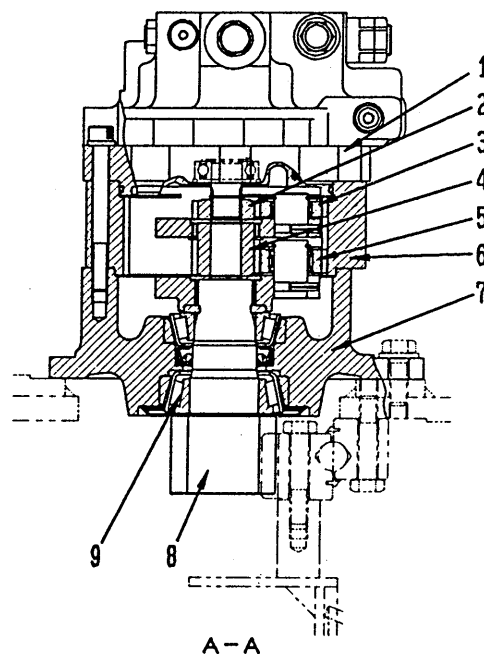
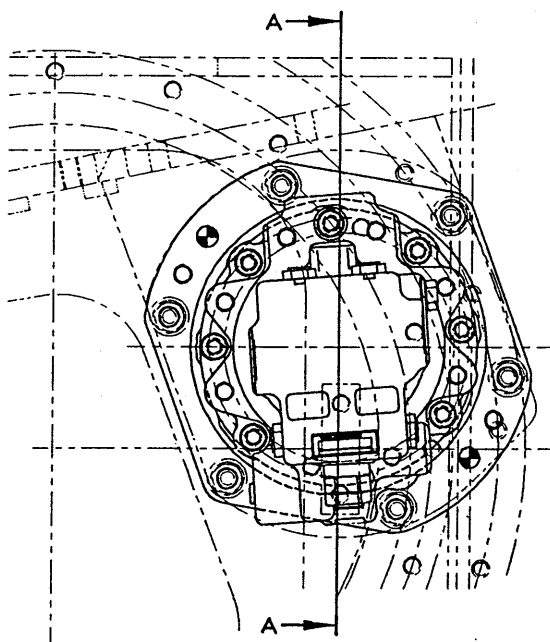


1. Swing circle outer race
2. Ball bearing
3. Swing circle inner race
4. Swing circle pinion lubrication
5. Swing circle bearing lubrication
6. Seal

SKP02812

SWING MACHINERY

★ The sketch shows the PC40R, 45R.



SKP02B13

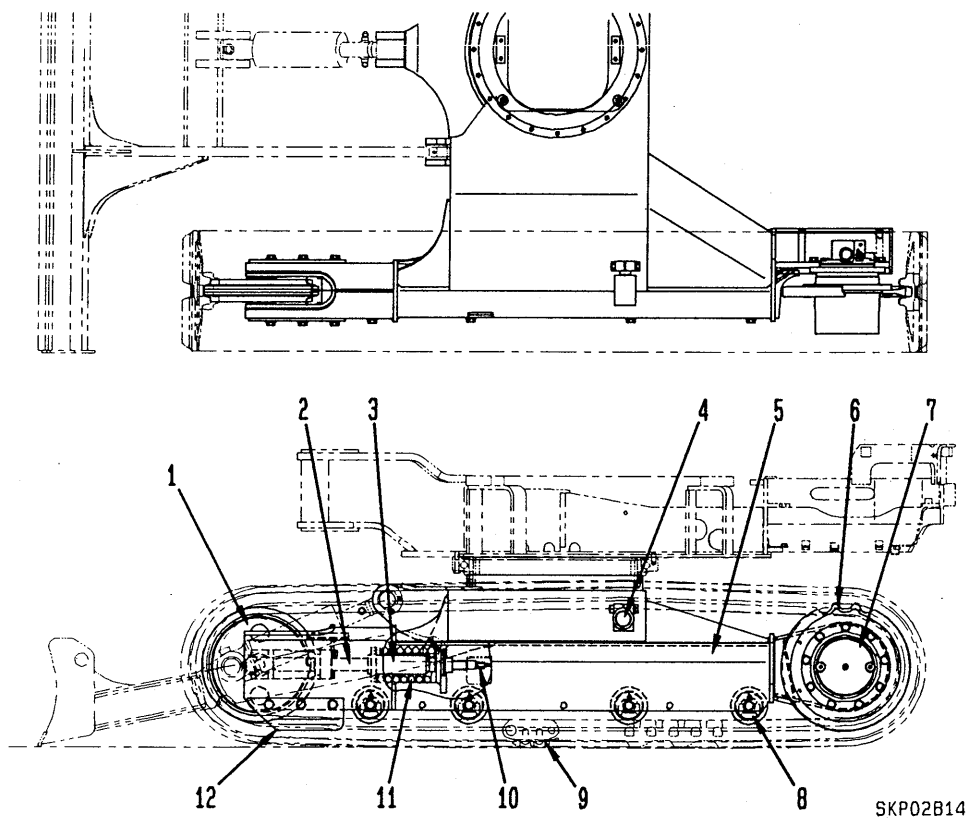
1. Motor
2. Ring gear
3. No. 1 planetary gear
4. No. 2 planetary gear
5. Swing pinion
6. Taper roller bearing
7. Swing machinery case
8. No. 2 sun gear
9. No. 1 sun gear

SPECIFICATION

	PC30R	PC35R	PC40R	PC45R
Reduction ratio	17.422		24.099	
Swing reduction ratio	145.63		190.39	187.97
Swing speed	10.2 rpm		9.79 rpm	9.91 rpm
Lubricating oil	0.90 ℓ (EO10-CD)		1.3 ℓ (EO10-CD)	

TRACK FRAME, RECOIL SPRING

★ The sketch shows the PC40R.



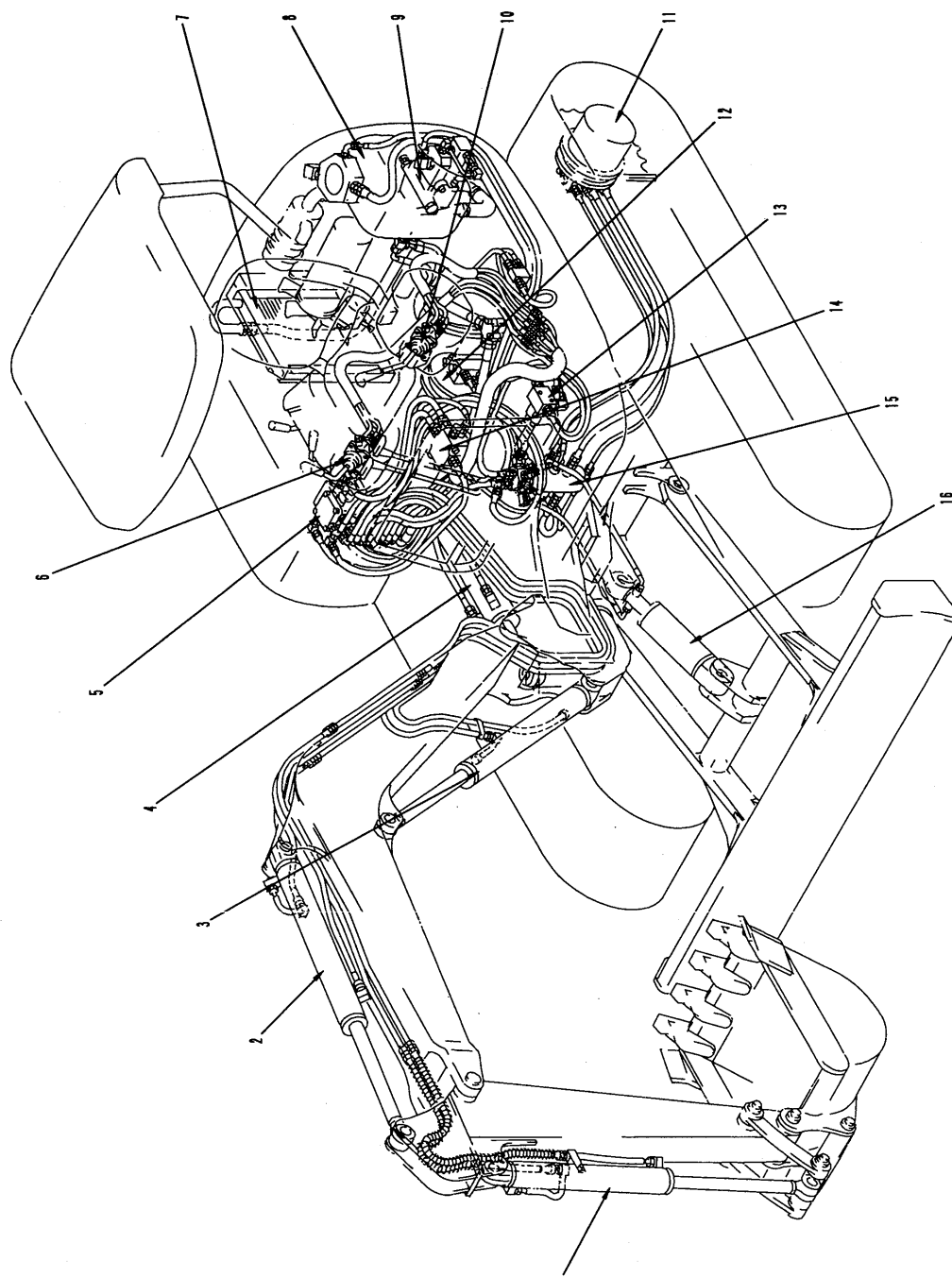
- 1. Idler
- 2. Rod
- 3. Cylinder
- 4. Carrier roller
- 5. Track frame
- 6. Sprocket

- 7. Travel motor
- 8. Track roller
- 9. Track shoe
- 10. Lubricator
- 11. Recoil spring
- 12. Guard (steel shoe only)

HYDRAULIC PIPING DRAWING

★ For details of this page, see page 90-13.

1. Bucket cylinder
2. Arm cylinder
3. Boom cylinder
4. Boom swing cylinder
5. 9-spool control valve
6. R.H. PPC valve
7. Oil cooler
8. Hydraulic tank
9. Hydraulic pump
10. L.H. PPC valve
11. L.H. travel motor
12. R.H. travel motor
13. Solenoid valve
14. Swing motor
15. Swivel joint
16. Blade cylinder

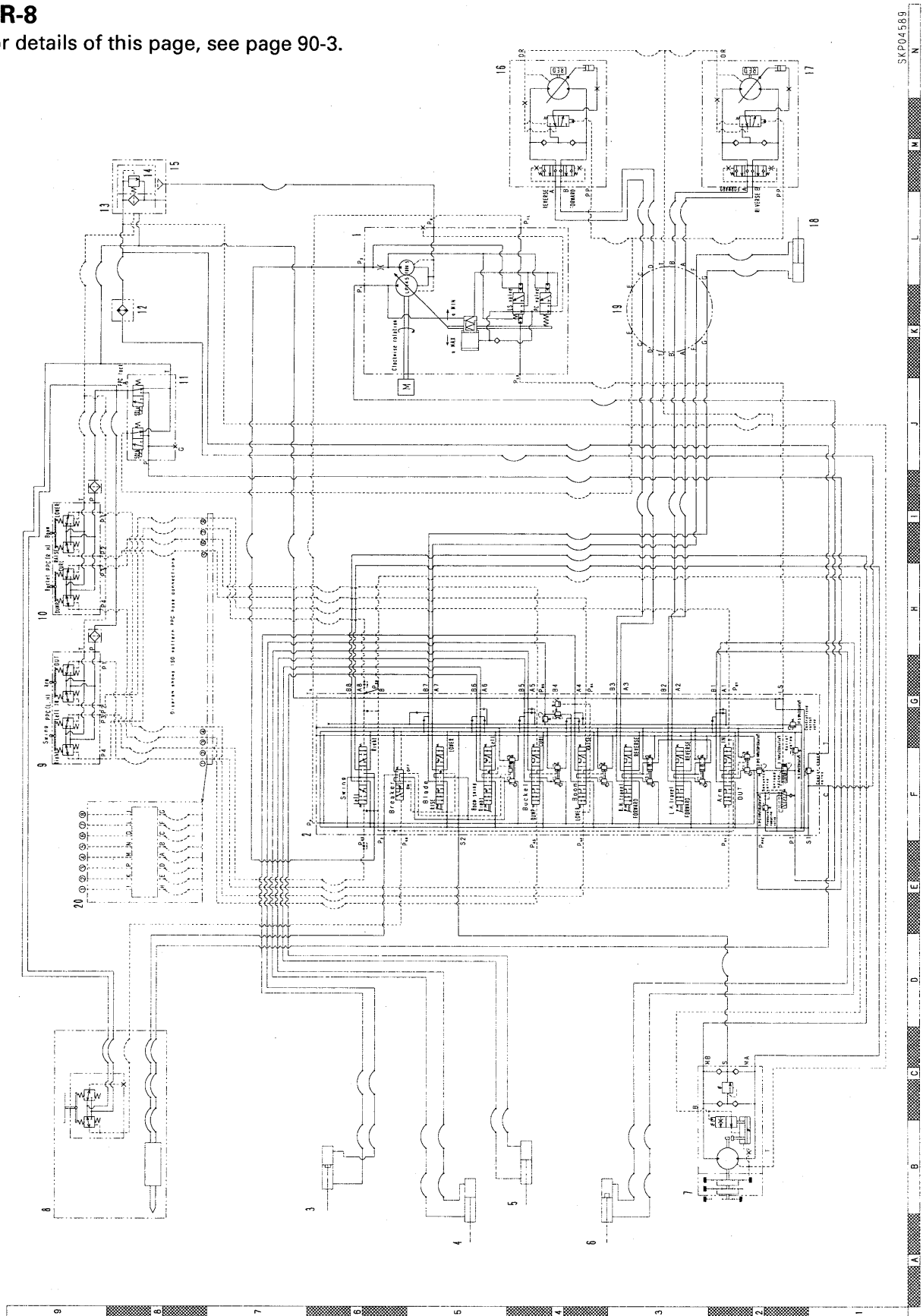


SLP02815

HYDRAULIC CIRCUIT DIAGRAM

PC30R-8

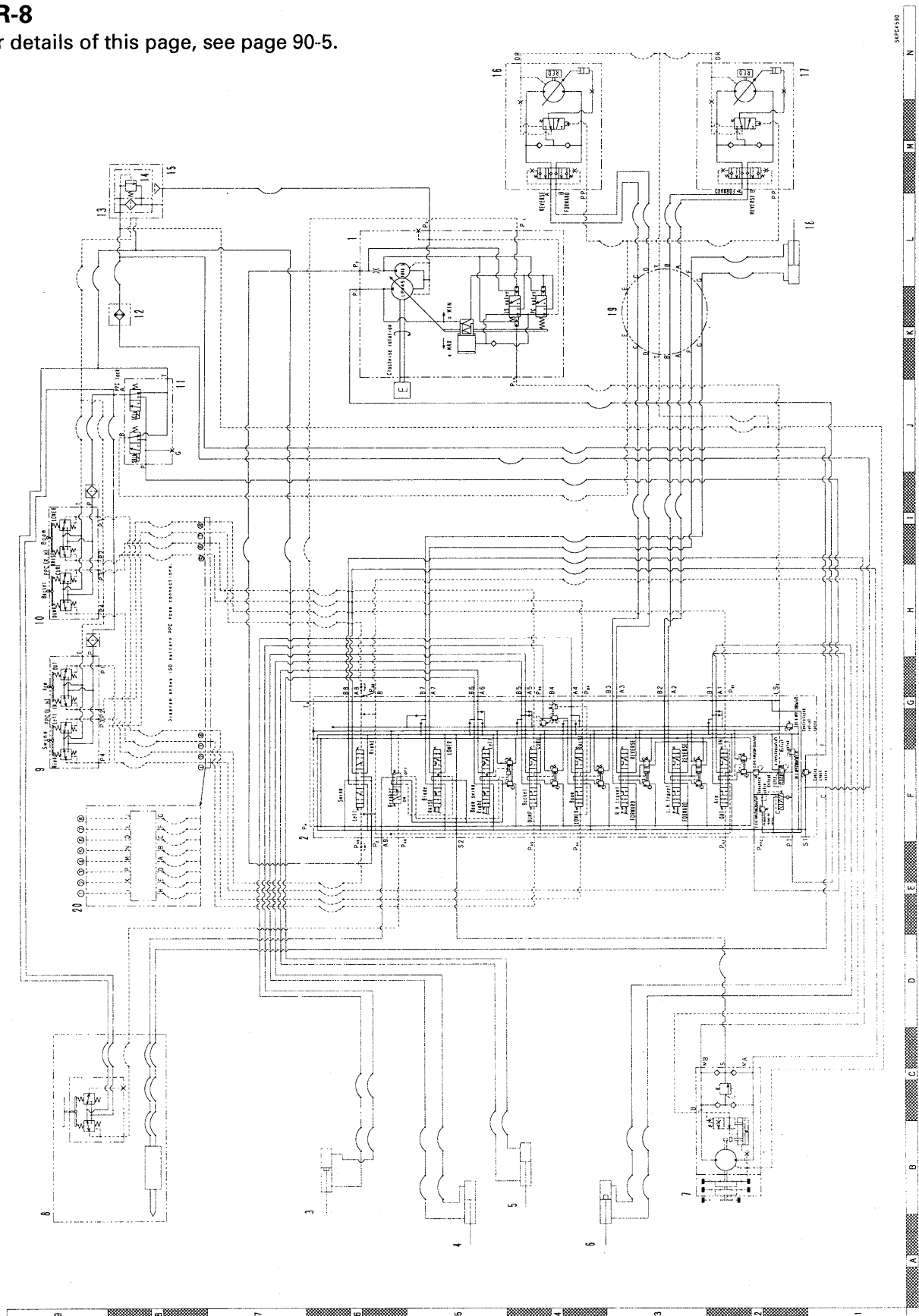
★ For details of this page, see page 90-3.



1. Hydraulic pump (LPV45+FBR8.5)
2. Main control valve
3. Boom cylinder
4. Bucket cylinder
5. Boom swing cylinder
6. Arm cylinder
7. Swing motor
8. Breaker
9. PPC valve (swing, arm)
10. PPC valve (bucket, boom)
11. Travel 2-speed selector solenoid valve
12. Oil cooler
13. Hydraulic tank
14. Bypass valve
15. Strainer
16. R.H. travel motor
17. L.H. travel motor
18. Blade cylinder
19. Swivel joint
20. 4 WAY

PC35R-8

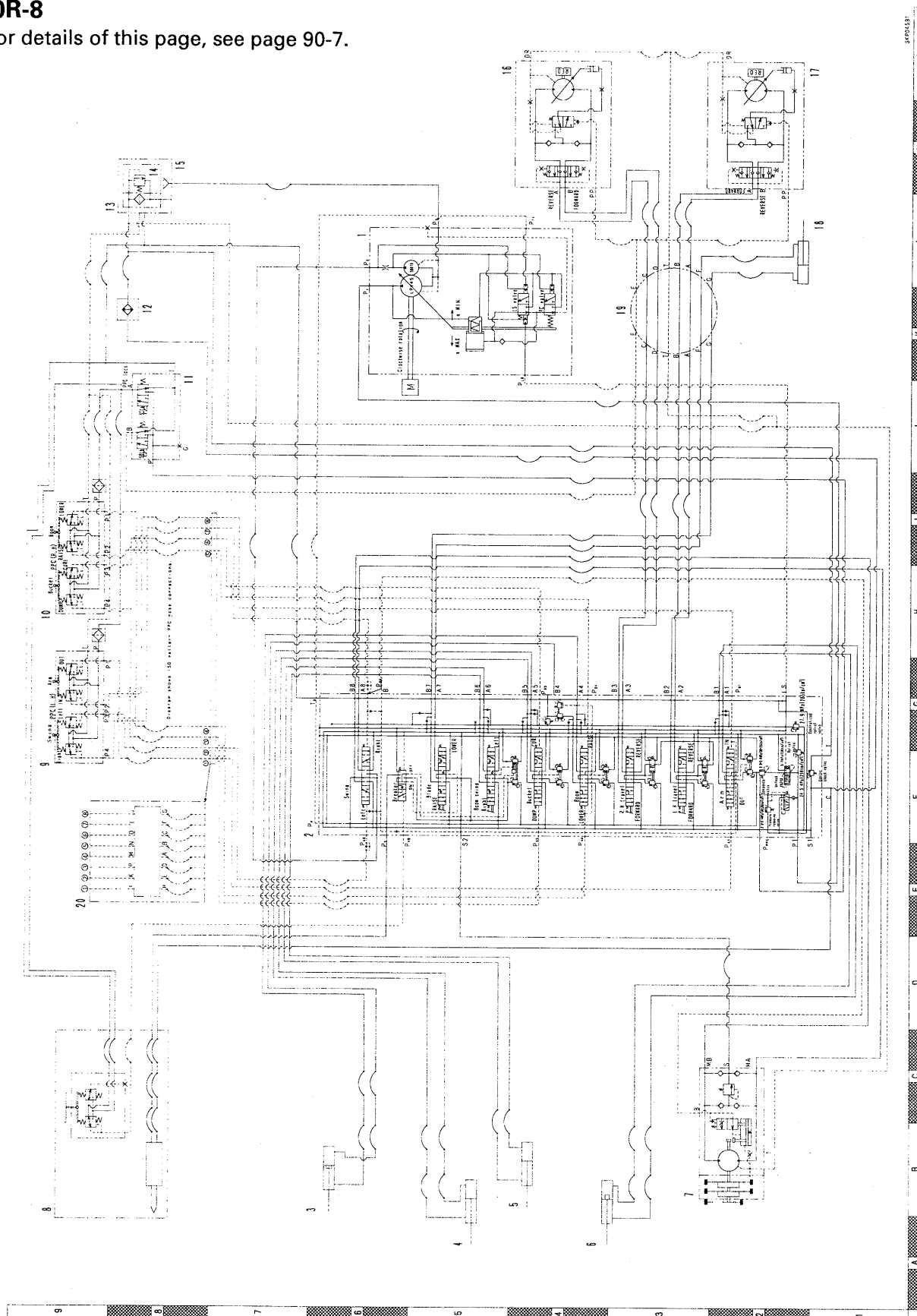
★ For details of this page, see page 90-5.



1. Hydraulic pump (LPV45+FBR8.5)
2. Main control valve
3. Boom cylinder
4. Bucket cylinder
5. Boom swing cylinder
6. Arm cylinder
7. Swing motor
8. Breaker
9. PPC valve (swing, arm)
10. PPC valve (bucket, boom)
11. Travel 2-speed selector solenoid valve
12. Oil cooler
13. Hydraulic tank
14. Bypass valve
15. Strainer
16. R.H. travel motor
17. L.H. travel motor
18. Blade cylinder
19. Swivel joint
20. 4 WAY

PC40R-8

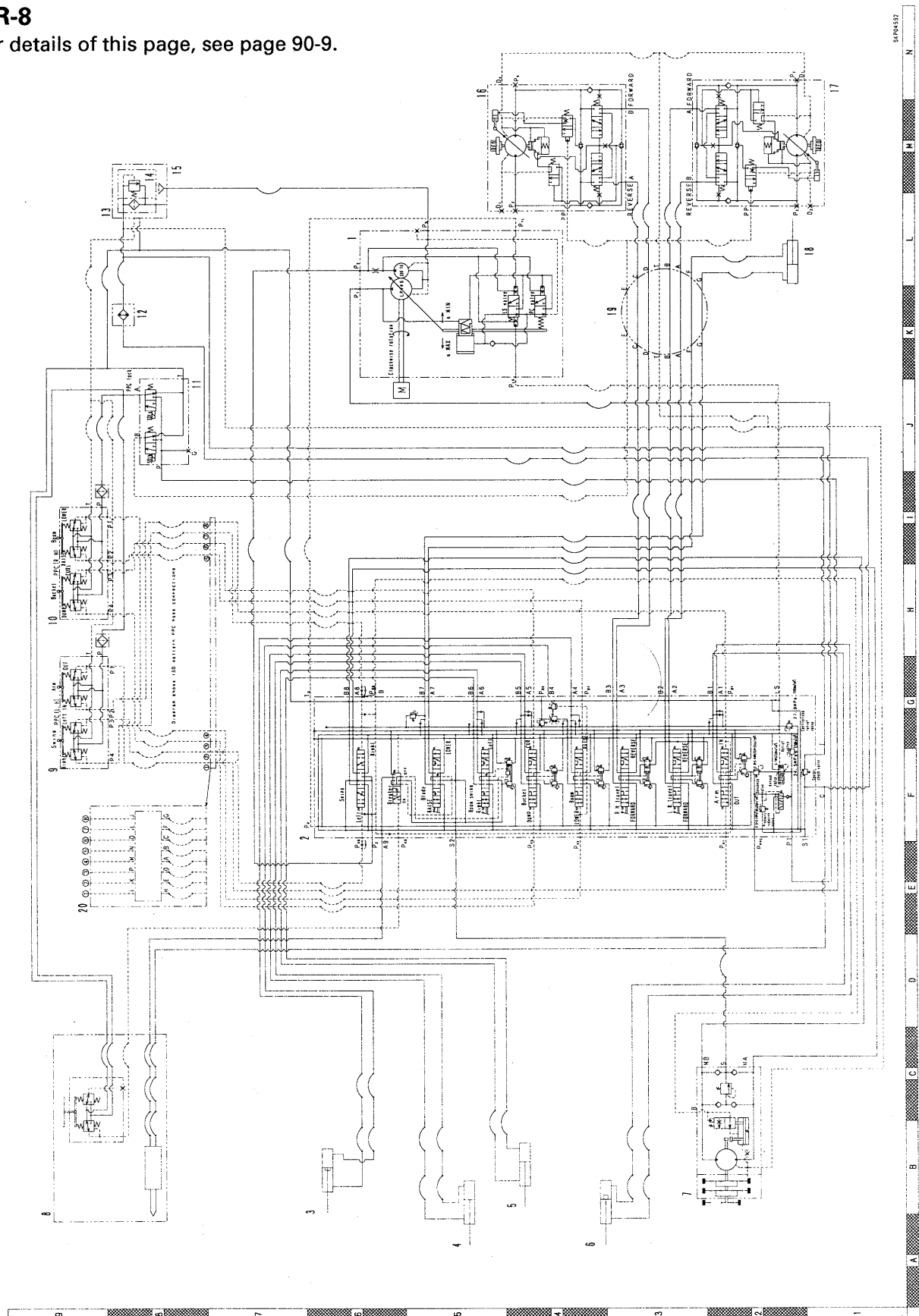
★ For details of this page, see page 90-7.



1. Hydraulic pump (LPV45+FBR10)
2. Main control valve
3. Boom cylinder
4. Bucket cylinder
5. Boom swing cylinder
6. Arm cylinder
7. Swing motor
8. Breaker
9. PPC valve (swing, arm)
10. PPC valve (bucket, boom)
11. Travel 2-speed selector solenoid valve
12. Oil cooler
13. Hydraulic tank
14. Bypass valve
15. Strainer
16. R.H. travel motor
17. L.H. travel motor
18. Blade cylinder
19. Swivel joint
20. 4 WAY

PC45R-8

★ For details of this page, see page 90-9.



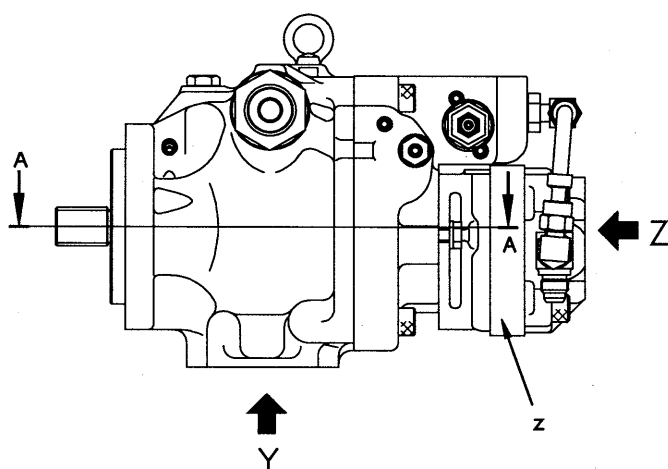
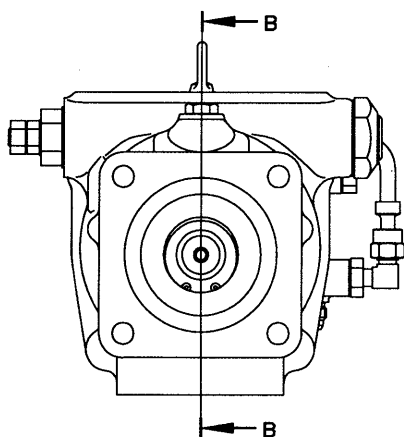
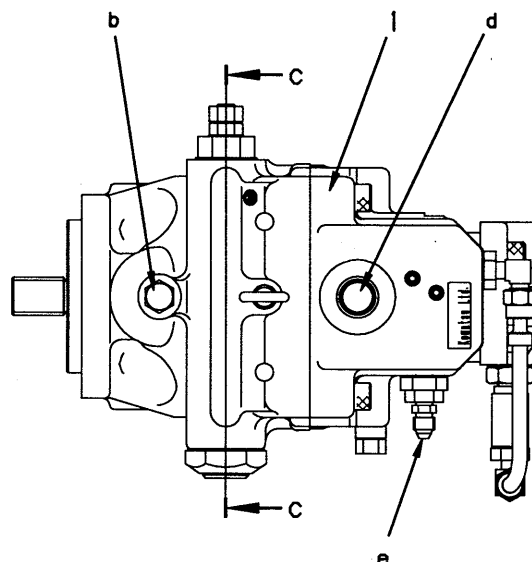
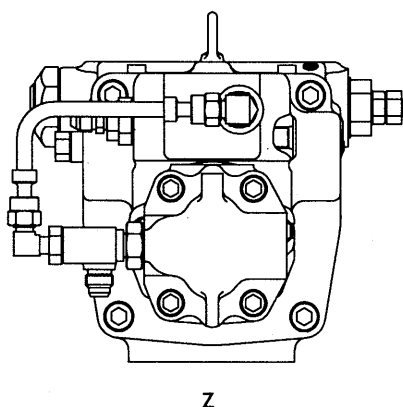
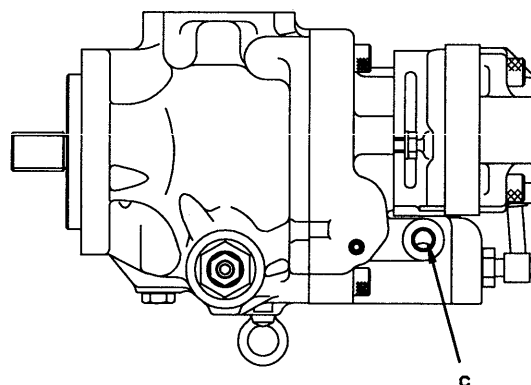
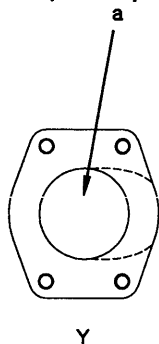
1. Hydraulic pump (LPV45+FBR10)
2. Main control valve
3. Boom cylinder
4. Bucket cylinder
5. Boom swing cylinder
6. Arm cylinder
7. Swing motor
8. Breaker
9. PPC valve (swing, arm)
10. PPC valve (bucket, boom)
11. Travel 2-speed selector solenoid valve
12. Oil cooler
13. Hydraulic tank
14. Bypass valve
15. Strainer
16. R.H. travel motor
17. L.H. travel motor
18. Blade cylinder
19. Swivel joint
20. 4 WAY

HYDRAULIC PUMP

LPV45+SBR8.5 (PC30, 35R)

LPV45+SBR10 (PC40, 45R)

★ The sketch shows the PC40R, 45R.

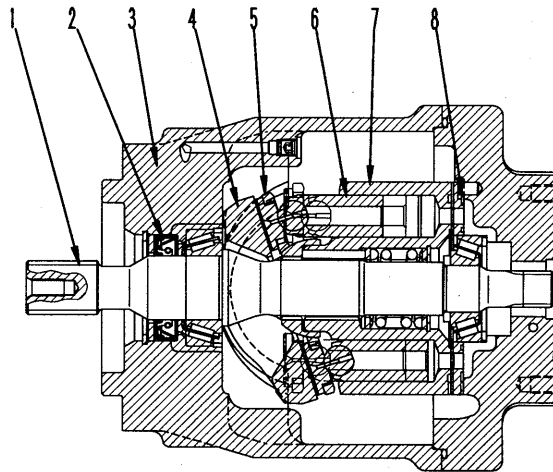


- a. Port **PS** (pump suction)
- b. Port **PDA** (air bleed port)
- c. Port **P1L** (pump pressure input port)
- d. Port **P1** (main pump discharge)
- e. Port **PLS** (control valve LS pressure inlet)

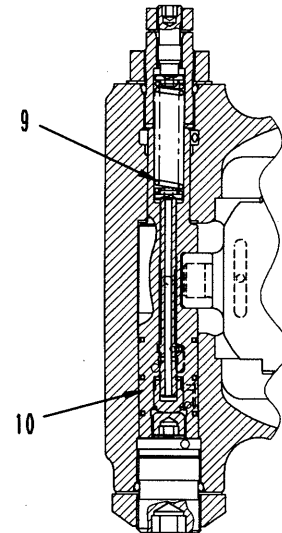
- f. Port **P2** (gear pump discharge)

SKP02816

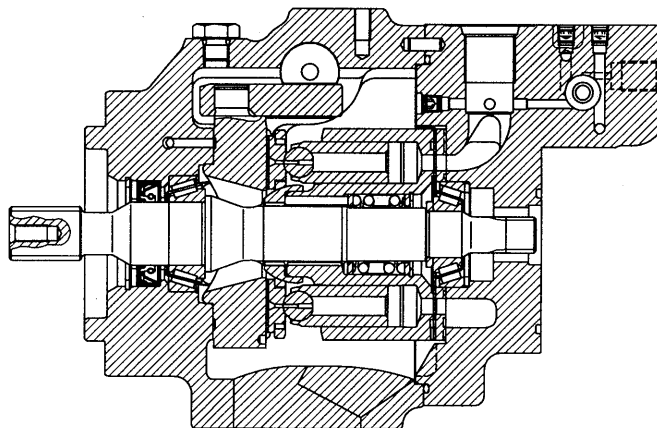
- 1. Main pump
- 2. Gear pump

1. MAIN PUMP

A - A



C - C



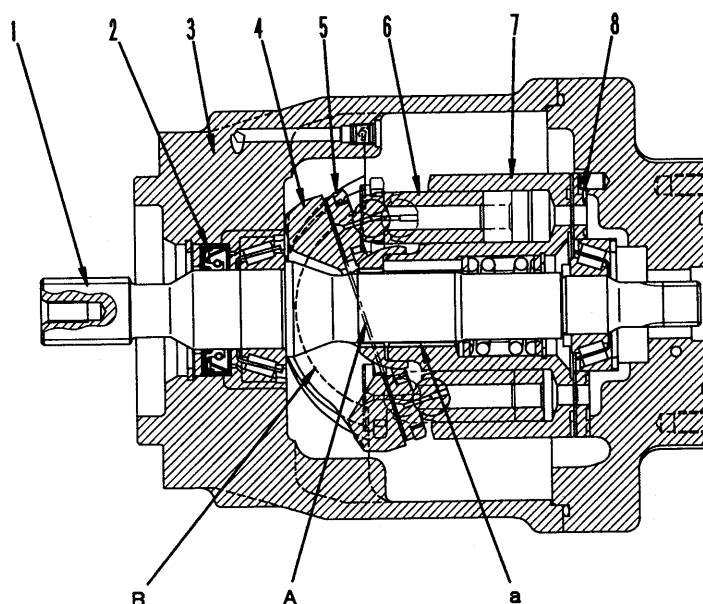
B - B

SKP02817

1. Shaft
2. Oil seal
3. Case (acts also as cradle)
4. Rocker cam
5. Shoe
6. Piston
7. Cylinder block
8. Valve plate
9. Spring
10. Servo piston (acts also as PC valve)

FUNCTION

- The engine rotation and torque transmitted to the pump shaft is converted into hydraulic energy, and pressurized oil is discharged according to the load.
- It is possible to change the discharge amount by changing the swash plate angle.



SKP02818

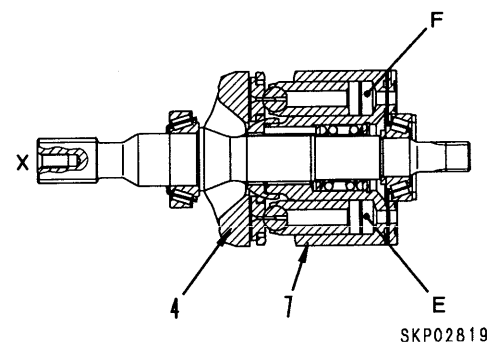
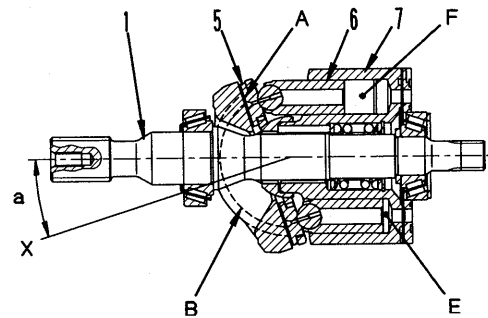
STRUCTURE

- Cylinder block (7) is supported to shaft (1) by spline a, and shaft (1) is supported by the front and rear bearings.
- The end of piston (6) has a concave ball shape and shoe (5) is caulked to it to form one unit. Piston (6) and shoe (5) form a spherical bearing.
- Rocker cam (4) has plane A, and shoe (5) is always pressed against this surface as it slides in a circle. Rocker cam (4) forms a static bearing bringing high pressure oil at cylindrical surface B of the case, and carries out a sliding movement.
- Piston (6) carries out motion relative to the axial direction inside each cylinder chamber of cylinder block (7).
- Cylinder block (7) carries out rotation relative to valve plate (8) while sealing the pressurized oil, and this surface ensures that the hydraulic balance is maintained correctly. The oil inside each cylinder chamber of cylinder block (7) is sucked in and discharged through valve plate (8).

OPERATION

1) Operation of pump

- i) Cylinder block (7) rotates together with shaft (1), and shoe (5) slides on plane A. When this happens, rocker cam (4) moves along cylindrical surface B, so angle a between center line X of rocker cam (4) and the axial direction of cylinder block (7) changes. Angle a is called the swash plate angle.
- ii) Center line X of rocker cam (4) maintains swash plate angle a in relation to the axial direction of cylinder block (7), and plane A moves as a cam in relation to shoe (5). In this way, piston (6) slides on the inside of cylinder block (7), so a difference between volume E and F is created inside cylinder block (7). The suction and discharge is carried out by this difference F – E.
In other words, when cylinder block (7) rotates and the volume of chamber E becomes smaller, the oil is discharged during that stroke.
On the other hand, the volume of chamber F becomes larger, so in that stroke, the oil is sucked into chamber F.
(The diagram shows the condition when chamber F is at the end of the suction stroke and chamber E is at the end of the discharge stroke.)
- iii) If center line X of rocker cam (4) is in line with the axial direction of cylinder block (7) (swash plate angle = 0), the difference between volumes E and F inside cylinder block (7) becomes 0, so the pump does not carry out any suction or discharge of oil. (In actual fact, the swash plate angle never becomes 0.)
- iv) In other words, the relationship between the swash plate angle a and the pump discharge is proportional.



2) Control of discharge amount

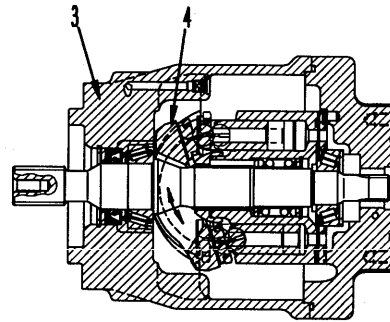
- If swash plate angle α becomes larger, the difference in volumes **E** and **F** becomes larger and discharge volume **Q** increases.
Swash plate angle α is changed by servo piston (11).

- Servo piston (10) moves in a reciprocal movement (\updownarrow) under the signal pressure of the TCC and LS valves.

This straight line movement is transmitted to rocker cam (4), and rocker cam (4), which is supported by the cylindrical surface to case (3), slides in a rotating movement in direction (\curvearrowright).

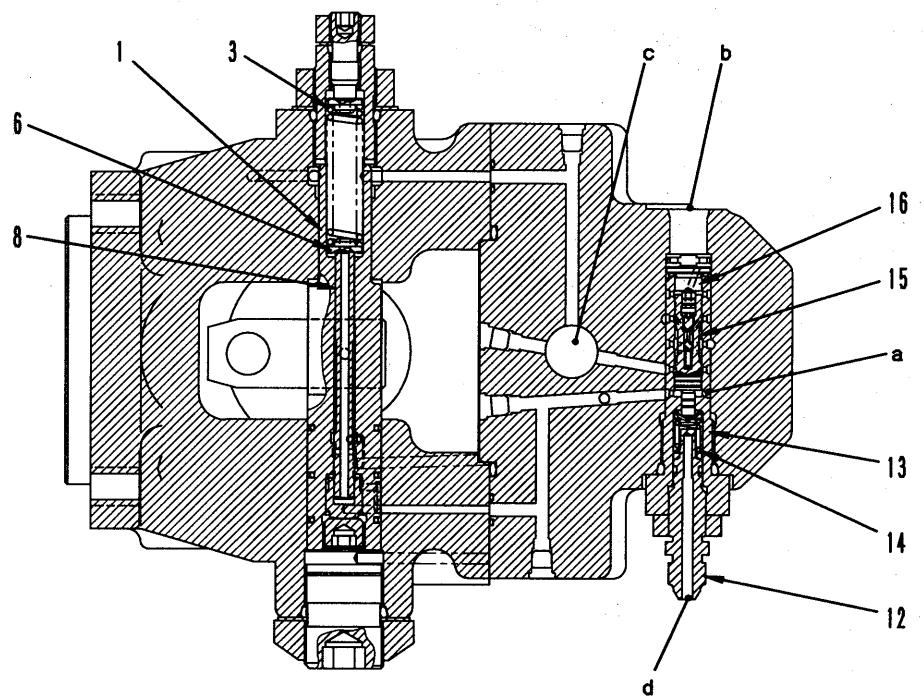
- With servo piston (10), the area receiving the pressure is different at the top and bottom, so main pump discharge pressure (self-pressure) **PP** is always brought to the pressure chamber at the small diameter piston end (top).
Output pressure **Pen** of the LS valve is brought to the pressure chamber at the large diameter piston end (bottom).

The relationship between the size of pressure **PP** at the small diameter piston end and pressure **Pen** at the large diameter piston end, and the ratio between the area receiving the pressure of the small diameter piston and the area receiving the pressure of the large diameter piston controls the movement of servo piston (10).



SKP02820

2. TCC VALVE, LS VALVE, SERVO PISTON



SKP02823

- a. Port **GH** (swing pump pressure inlet)
- b. Port **PIL** (pump input port)
- c. Port **P1** (main pump pressure port)
- d. Port **PLS** (control valve LS pressure inlet)

Servo piston

- 1. Servo piston (acts also as TCC valve)
- 2. Spring
- 3. Piston
- 4. Seat

LS valve

- 5. Piston
- 6. Piston
- 7. Sleeve
- 8. Spring
- 9. Plug

LS VALVE

FUNCTION

- The LS valve controls the pump discharge amount according to the amount of movement of the control lever (that is the oil flow demanded by the actuator).
- The LS valve detects the oil flow demanded by the actuator from the differential pressure ΔPLS between main pump discharge pressure **PP** and control valve outlet pressure **PLS**, and controls main pump discharge amount **Q**. (PP is called the pump pressure, **PLS** is called the LS pressure, and ΔPLS is called the LS differential pressure.)

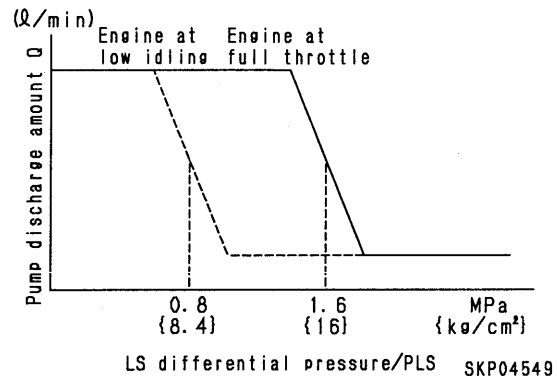
- In other words, the pressure loss (= LS differential pressure ΔPLS) generated by the flow of oil from the pump passing through opening area of the control valve spool is detected. By controlling pump discharge amount **Q** so that this pressure loss remains constant, a pump discharge amount is supplied in accordance with the demands of the control valve.
- However, when carrying out fine control or in other cases where the range does not exceed the maximum flow of the pump (the flow demanded by the control valve is always supplied), the discharge amount is the same as when the engine is at high idling, even if the engine is at low idling. To overcome this, a function has been added to automatically lower the LS differential pressure and reduce the discharge amount when the engine is running at low idling.

- The engine speed is detected by pressures **GH** and **GL** on both sides of the fixed throttle (metering throttle) in the swing gear pump discharge passage. This acts on LS valve No. 3 and No. 4 pressure-receiving chambers **a2** and **b2**, and changes the LS setting.

When the engine is running at low idling, the gear pump discharge amount is reduced, so pressures **GH** and **GL** on both sides of the metering throttle become almost the same (the metering differential pressure between **GH** and **GL** becomes lower).

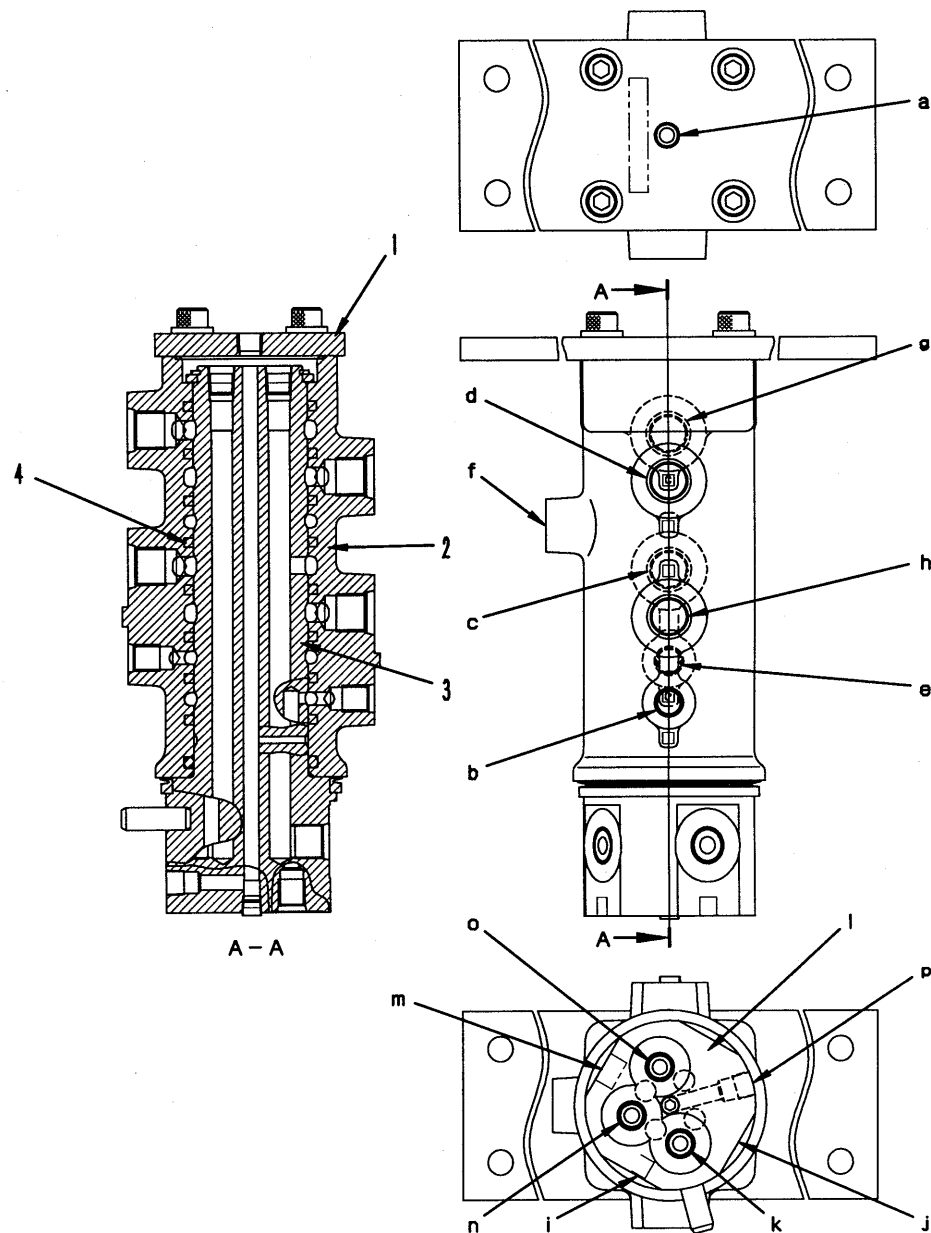
On the other hand, when the engine is run at full throttle, the swing pump discharge amount is increased and the metering differential pressure becomes higher.

- ★ When the metering pressure is high (engine speed is high), the LS setting is made higher.
- ★ When the metering differential pressure is low (engine speed is low), the LS setting is made lower.



- Pump pressure **PP**, LS pressure **PLS**, and the pressures on both sides of the swing gear pump metering throttle (**GH**, **GL**) are brought to the LS valve. The relationship between pump discharge amount **Q** and LS differential pressure ΔPLS changes as shown in the diagram on the top.

CENTER SWIVEL JOINT



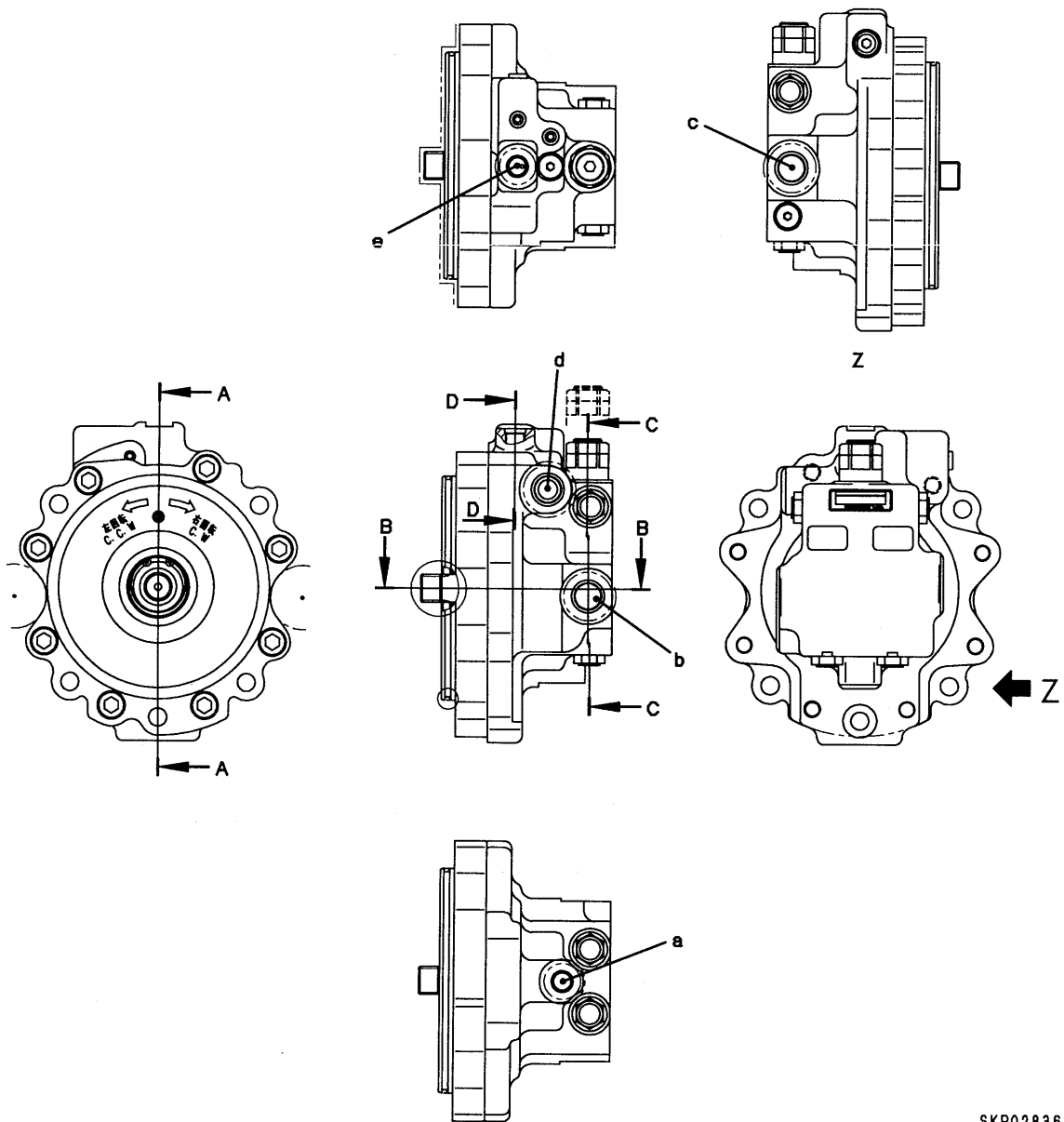
SKP02835

1. Top cover
2. Shaft
3. Rotor
4. Slipper seal

- a. To tank
- b. From blade control valve (port F)
- c. From R.H. travel control valve (port D)
- d. From L.H. travel control valve (port A)
- e. From blade control valve (port G)
- f. From travel 2-speed selector solenoid valve (port E)
- g. From R.H. travel control valve (port C)
- h. From L.H. travel control valve (port B)

- i. To L.H. travel motor (port B)
- j. To L.H. travel motor (port A)
- k. To blade cylinder head end (port F)
- l. To R.H. travel motor (port D)
- m. To R.H. travel motor (port C)
- n. To blade cylinder bottom (port G)
- o. To travel 2-speed selector valve (port E)
- p. From travel motor drain port

SWING MOTOR

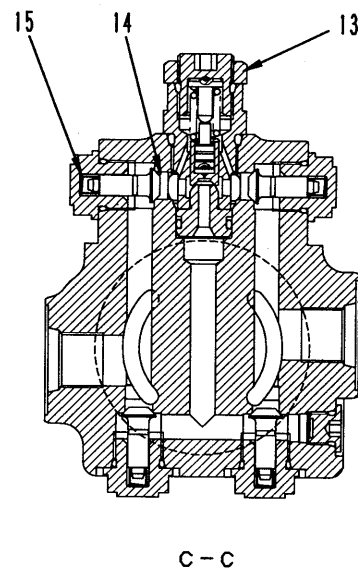
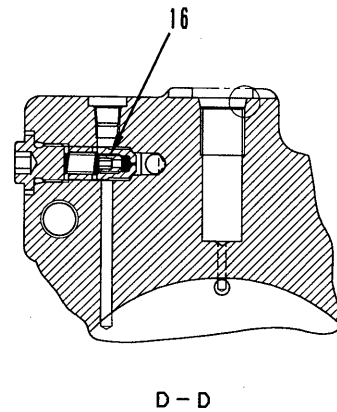
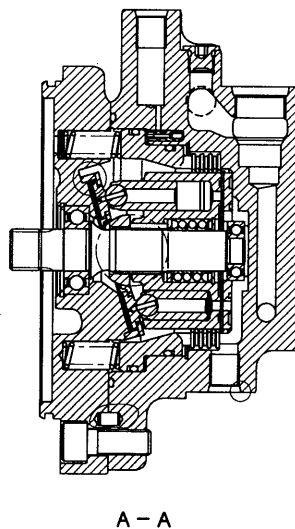
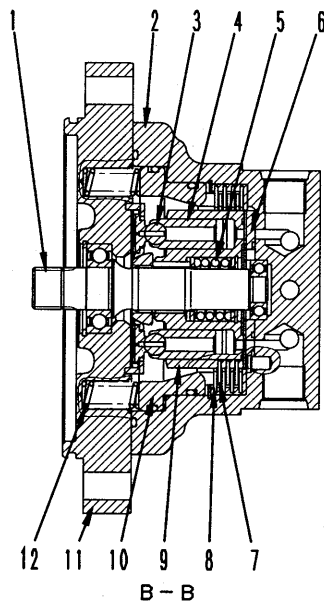


SKP02836

- a. To tank (port **T**)
- b. From control valve (port **MA**)
- c. From control valve (port **MB**)
- d. From tank (port **S**)
- e. From control valve (port **B**)

SPECIFICATIONS

Item \ Model	PC30R	PC35R	PC40R	PC45R
Type	LMF16			
Theoretical delivery (cc/rev)	16.1			
Rated speed (rpm)	1,340		1,615	
Rated flow (ℓ/min)	21		26	
Suction valve cracking pressure (MPa {kg/cm²})	Max. 0.03 {0.3}			
Safety valve set pressure (MPa {kg/cm²})	15.2 {155}	16.2 {165}	17.7 {180}	19.6 {200}



SKP02837

1. Output shaft
2. Housing
3. Shoe
4. Piston
5. Center spring
6. Valve plate
7. Disc
8. Plate

9. Cylinder
10. Brake piston
11. Swash plate
12. Brake spring
13. Safety valve
14. Check valve
15. Check valve spring
16. Hydraulic timer valve

HYDRAULIC MOTOR PORTION

1. Function

This hydraulic motor is a swash plate type axial piston motor, which converts the hydraulic force sent from the hydraulic pump to a rotating movement.

2. Principle of operation

The oil sent from the hydraulic pump goes from valve plate (7) and enters cylinder block (5).

The structure of the motor takes in the oil at one side only of the Y – Y line joining the top and bottom dead centers of the stroke of piston (4).

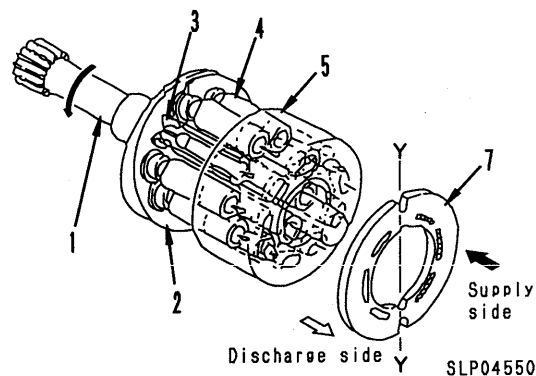
The pressure oil entering one side of cylinder block (5) generates force **F1** ($F1 = P \text{ kg/cm}^2 \times \frac{\pi}{4} D^2 \text{ cm}^2$) pushing each piston (4) (3 or 4 pistons).

This force acts on thrust plate (2), but thrust plate (2) is secured at a certain angle α° to output shaft (1), so the force is divided into force **F2** and **F3**.

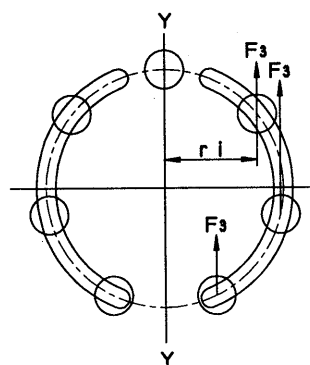
Of the divided forces, the radial force **F3** generates the torque ($T = F3 \times ri$) for line Y – Y joining the top and bottom dead centers.

The combined force of this torque ($T = \Sigma (F3 \times ri)$) goes as a rotating force through the piston to rotate cylinder block (5).

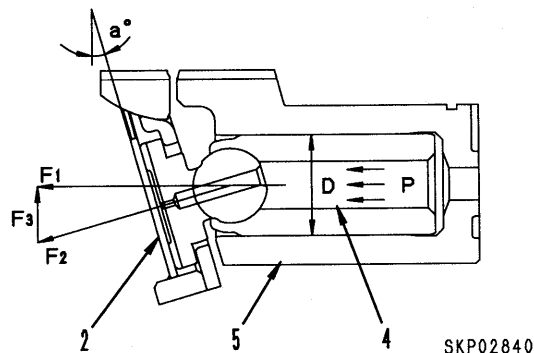
Cylinder block (5) is joined to the output shaft by a spline, so the output shaft rotates and transmits the torque.



1. Output shaft
2. Thrust plate (swash plate)
3. Shoe
4. Piston
5. Cylinder block
6. Valve plate



SKP02839



SAFETY VALVE PORTION

1. Outline

The safety valve portion consists of a check valve and safety valve.

2. Function

When the swing is stopped, the output circuit of the motor is closed by control valve (1), but the motor continues to rotate because of inertia. For this reason, the pressure at the output side of the motor becomes abnormally high, and this will damage the motor. To prevent this, the oil causing the abnormal hydraulic pressure is allowed to escape from the outlet port (high-pressure side) of the motor to port **S**, thereby preventing damage to the motor.

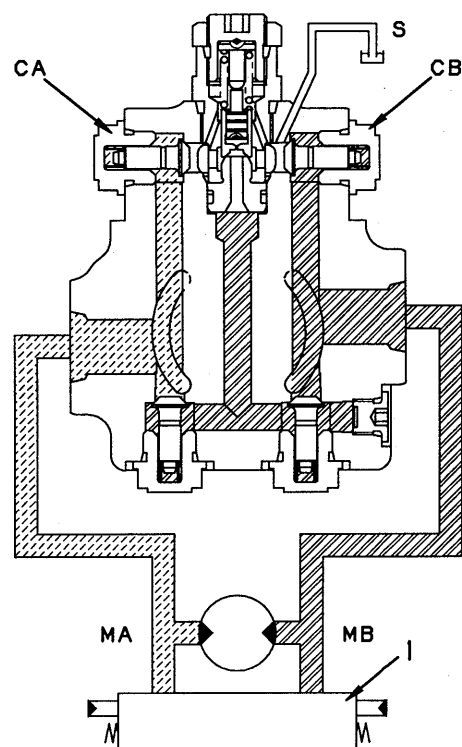
3. Operation

1) When starting swing

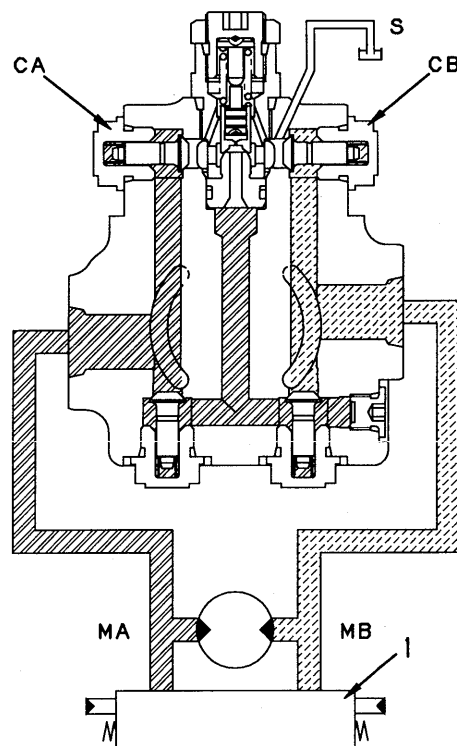
- When the swing control lever is operated to left swing, the pressurized oil from the pump passes through control valve (1) and is supplied to port **MB**. Because of this, the pressure at port **MB** rises, starting torque is generated in the motor, and the motor starts to rotate. The oil from the outlet port of the motor passes from port **MA** through control valve (1) and returns to the tank.

2) When stopping swing

- When the swing control lever is returned to hold, no pressurized oil is supplied from the pump to port **MB**. The return circuit to the tank is closed by control valve (1), so the pressure of the oil from the outlet port of the motor increases at port **MA**. Resistance to the rotation of the motor is created, and the brake starts to act.
- The pressure at port **MA** rises to the set pressure of the safety valve, and in this way, a high braking torque acts on the motor, and the motor stops.
- When the safety valve is being actuated, the relief oil from the safety valve and the oil from port **S** pass through check valve **CB** and are supplied to port **MB**. This prevents cavitation from occurring at port **MB**.



SKP02841



SKP02842

OPERATION OF SWING BRAKE

1) **PPC lever (swing, arm IN) at HOLD**

- When the **PPC lever (swing, arm IN)** is at **HOLD**, the **PPC** output pressure is 0 MPa {0 kg/cm²}.
- For this reason, brake piston (12) is pushed up by brake spring (13), and disc (14) and plate (15) are pushed together to apply the brake.

2) **PPC lever (swing, arm IN) operated**

- When the **PPC lever** is operated, the **PPC** output pressure enters port **B** and flows to brake chamber **a**.

The pressurized oil entering chamber **a** overcomes brake spring (13) and pushes brake piston (12) down. As a result, disc (14) and plate (15) separate and the brake is released.

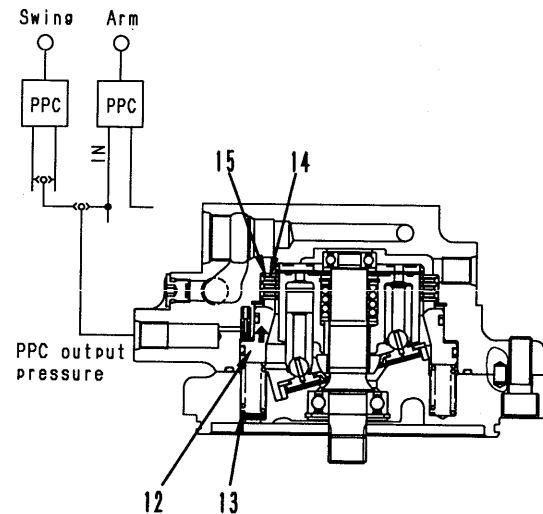
3) **Operation of hydraulic timer valve**

- Hydraulic timer valve (16) acts to delay the start of the swing brake effect in order to ensure smooth deceleration and to prevent damage to the parts of the motor if the swing brake is applied suddenly when stopping the swing motor.

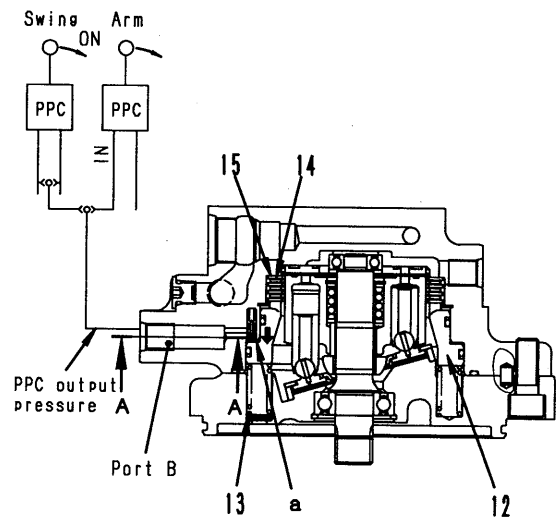
- When the **PPC lever** is operated, the **PPC** output pressure goes to chamber **a** and the swing brake is released. In this condition, if the **PPC** lever is returned to neutral, the supply of pressure oil to port **B** stops and the pressure in chamber **a** drops.

As a result, the oil in chamber **a** is pushed out by brake spring (13).

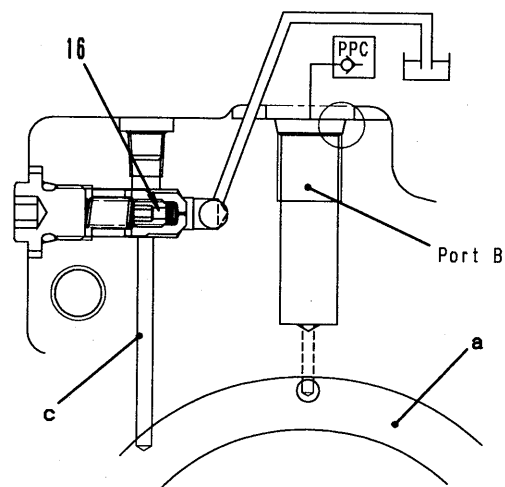
- There is a check valve in the **PPC** valve circuit at the port **B** side, so the oil flow is stopped and it flows out to passage **c**. However, the passage of the flow is throttled by the orifice ($\phi 0.4$) in the hydraulic timer valve, so the oil inside chamber **a** flows out only slowly, and this delays the actuation of the swing brake by the determined amount of time.



SKP04551



SKP04552

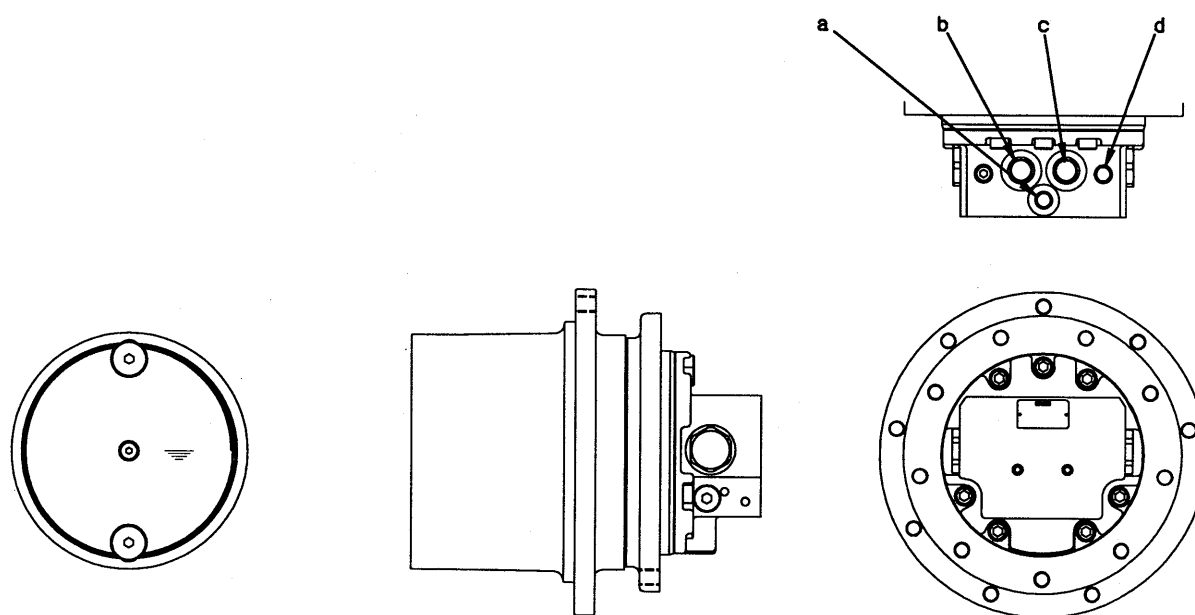


A - A

SKP04553

TRAVEL MOTOR

- PC30R-8, PC35R-8, PC40R-8

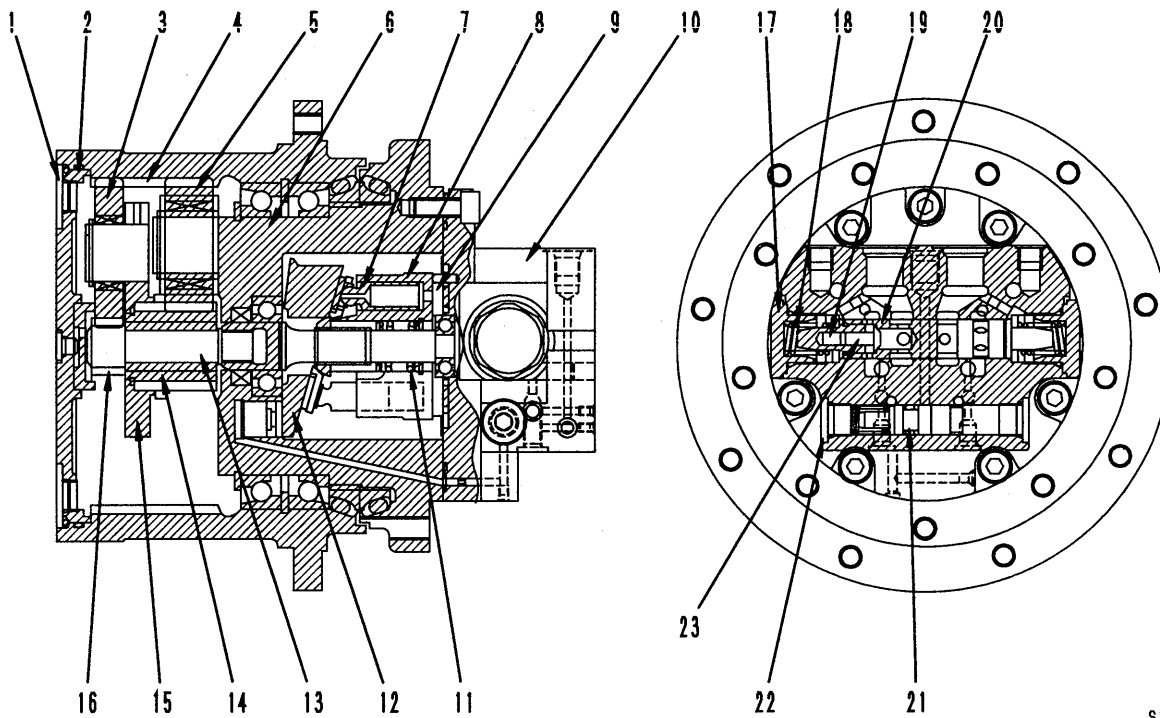


SKP02846

- a. Port PP (from travel boost solenoid valve)
- b. Port A (travel control valve)
- c. Port B (travel control valve)
- d. Port DR (to tank)

SPECIFICATIONS

Item \ Model	PC30R	PC35R	PC40R
Type	PHV-300	PHV-350	PHV-500
Capacity (high speed)/ (low speed) cc/rev	13.1/21.5	11.4/18.6	21.2/35.3
Speed switching pressure MPa {kg/cm ² }	1.5 {15}		
Reduction ratio	40.6	52.7	36.8

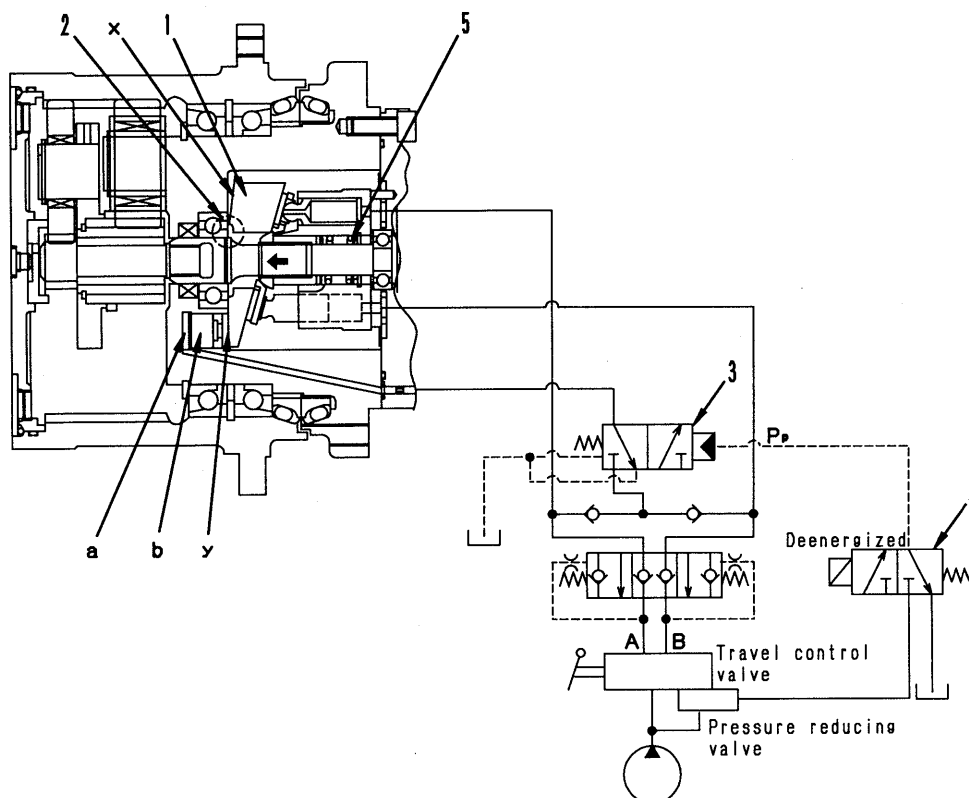


SKP02847

- | | |
|-------------------------|--------------------------------|
| 1. Drain plug | 13. Output shaft |
| 2. Cover | 14. No. 1 sun gear |
| 3. No. 2 planetary gear | 15. No. 2 planetary carrier |
| 4. Ring gear | 16. No. 2 sun gear |
| 5. No. 1 planetary gear | 17. Plug |
| 6. Housing | 18. Spool return spring |
| 7. Piston | 19. Check valve spring |
| 8. Cylinder | 20. Counterbalance valve spool |
| 9. Valve plate | 21. 2-speed spool |
| 10. Brake valve | 22. Plug |
| 11. Center spring | 23. Check valve |
| 12. Swash plate | |

SELECTION OF TRAVEL SPEED

PC30, 35, 40



SKP04554

OUTLINE

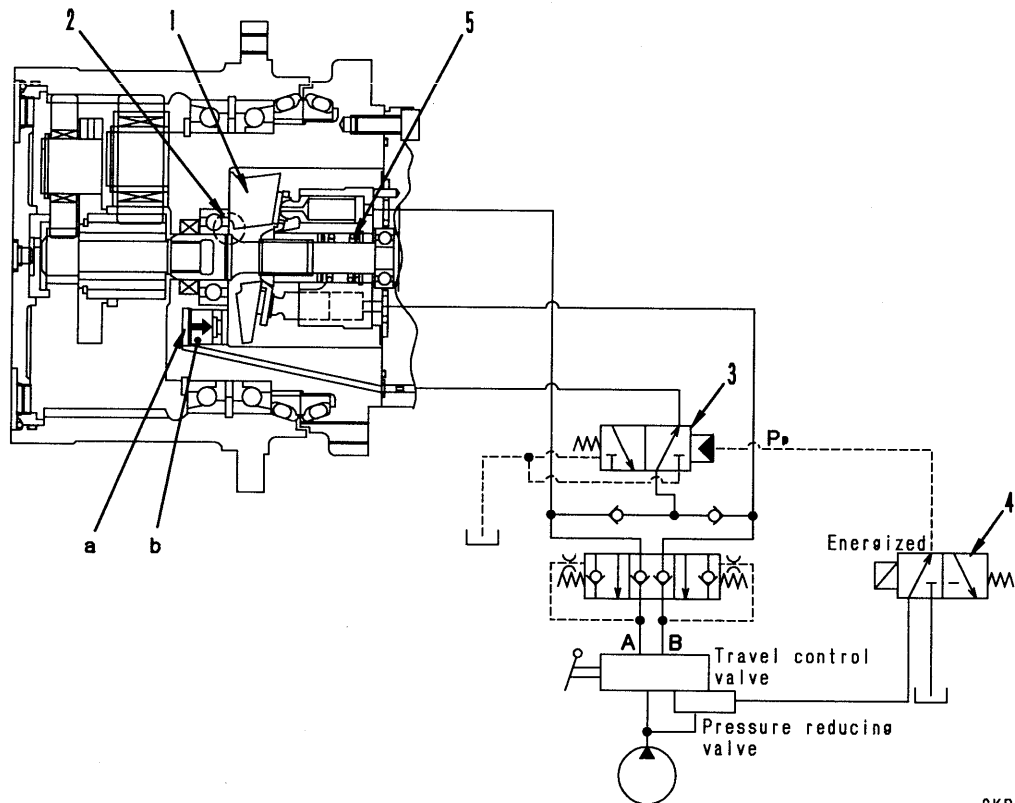
- Swash plate (1) has two faces at the rear (x and y), and is supported by ball (2).
- The travel speed is switched by pressurized oil acting on control chamber a and control piston b.

OPERATION

1) Low speed

- When the travel boost pedal is released, travel speed boost solenoid valve (4) is deenergized and no pressurized oil is supplied to port PP.
- In this condition, control chamber a is connected to the drain port, and swash plate (1) is pushed fully to the left in the direction of the arrow by center spring (5).
- As a result, the swash plate angle is set to the maximum and the motor capacity becomes large, so the travel speed is set to low speed.

2) High speed

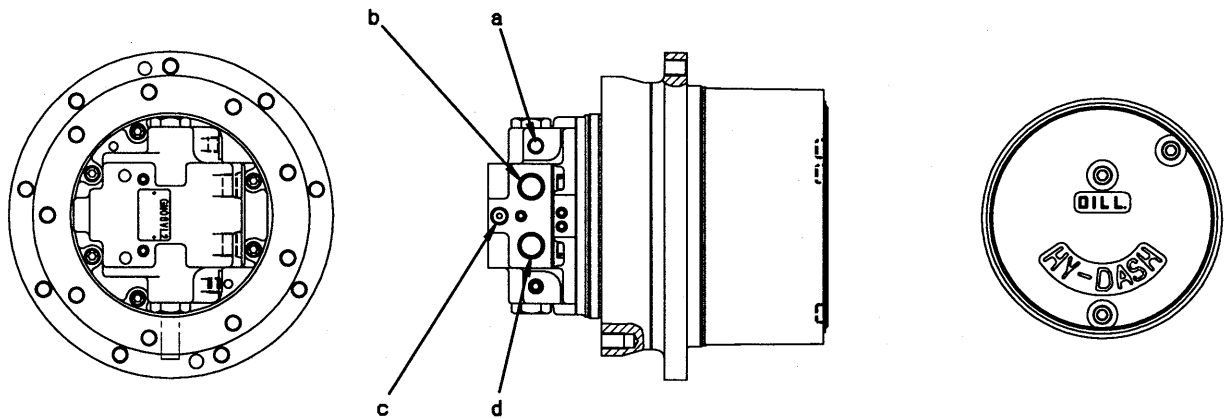


SKP04555

- When the travel boost pedal is depressed, travel speed solenoid valve (4) is energized, pressurized oil is supplied to port **PP**, and regulator valve (3) is switched.
- When this happens, the pressurized oil from the travel control valve passes through regulator valve (2), flows into control chamber a, and moves control piston b to the right in the direction of the arrow.

As a result, swash plate (1) pushes against center spring (5), uses ball (2) as an axis, and changes the swash plate angle to the minimum. The motor capacity becomes the minimum and the travel speed is set to high speed.

PC45R-8

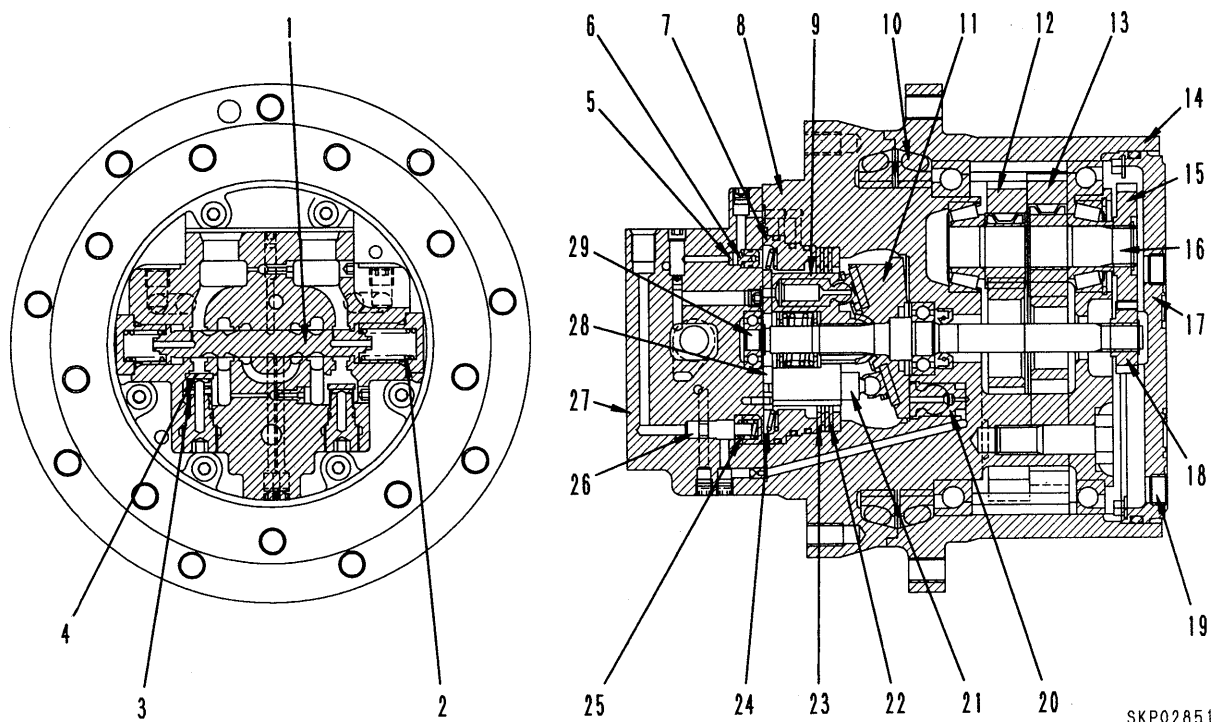


SKP02850

- a. Port **D** (to tank)
- b. Port **A** (from travel control valve)
- c. Port **P** (from travel boost solenoid valve)
- d. Port **B** (from travel control valve)

SPECIFICATIONS

Type : GM06VL
 Capacity: 16cc/rev (low speed)
 27cc/rev (high speed)
 Travel speed switching pressure :
 2.9 – 3.4 MPa {30 – 35 kg/cm²}
 Reduction ratio : 52.5



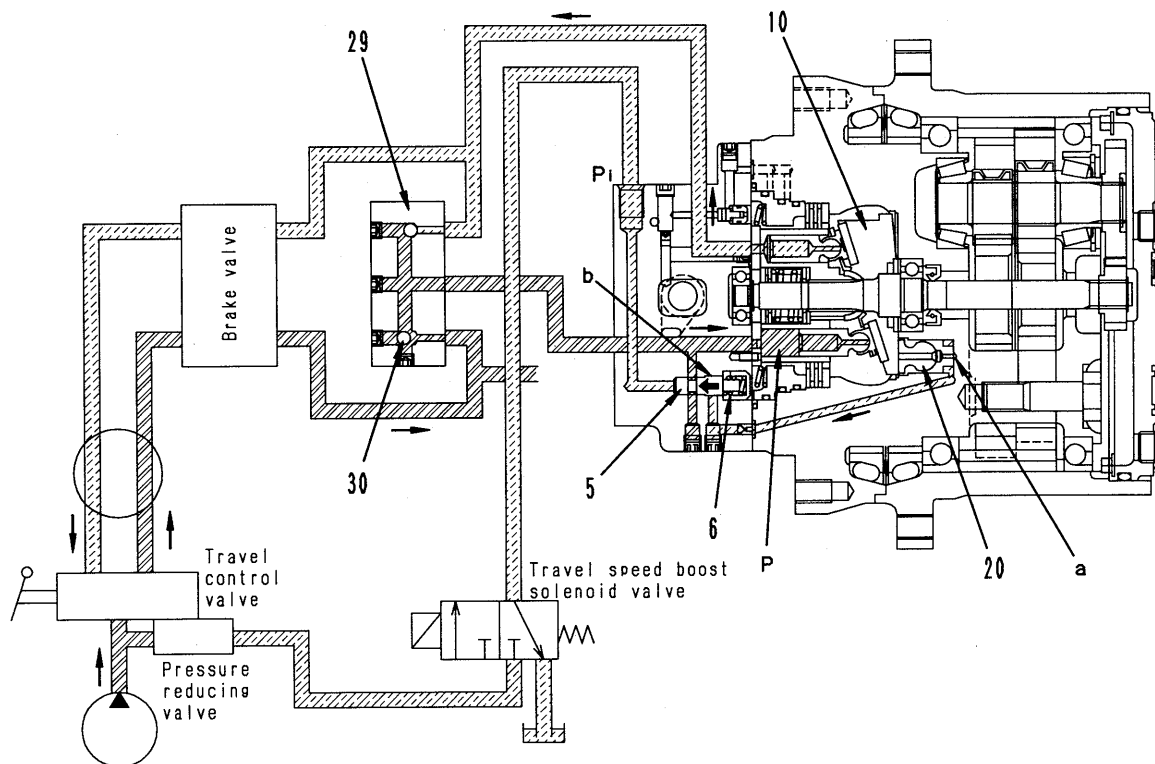
SKP02851

- | | |
|-------------------------|----------------------|
| 1. Counterbalance valve | 11. Swash plate |
| 2. Return spring | 12. RV gear |
| 3. Check valve spring | 13. RV gear |
| 4. Check valve | 14. Case |
| 5. Check valve | 15. Driven gear |
| 6. Spring | 16. Crankshaft |
| 7. Brake piston | 17. Cover |
| 8. Spindle | 18. Drive gear |
| 9. Cylinder | 19. Drain plug |
| 10. Floating seal | 20. Regulator piston |

- | |
|---------------------|
| 21. Piston |
| 22. Plate |
| 23. Disc |
| 24. Brake spring |
| 25. Spring |
| 26. Regulator valve |
| 27. End cover |
| 28. Valve plate |
| 29. Shaft |

OPERATION OF MOTOR

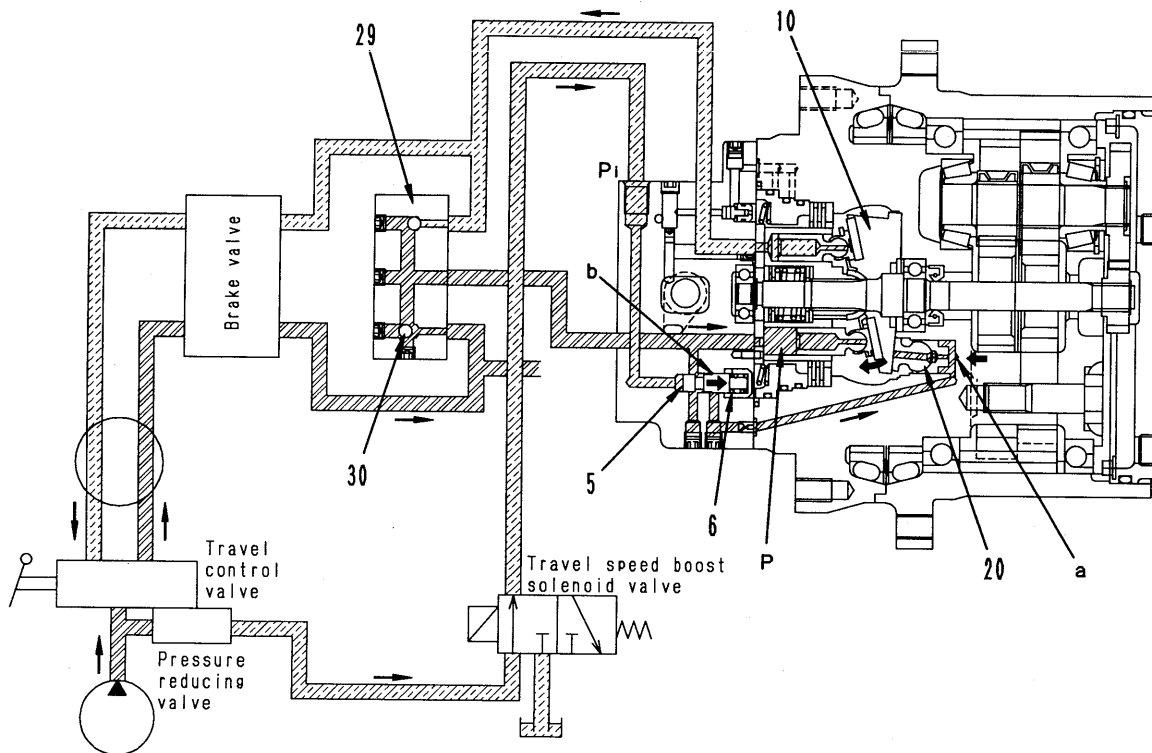
1) Low speed (motor swash plate angle at maximum)



SKP04556

- The solenoid valve is deenergized, so the pilot pressure oil from the control pump does not flow to port **Pi**.
For this reason, regulator valve (5) is pushed fully to the left in the direction of the arrow by spring (6).
Because of this, it pushes check valve (30), and the main pressure oil from the control valve going to end cover (29) is shut off by regulator valve (5).
- At the same time, the pressurized oil in chamber **a** of the regulator piston (20) passes through passage **b** in regulator valve (5) and is drained to the motor case.
- As a result, swash plate (10) is pushed in the direction of the maximum swash plate angle by the main oil pressure inside cylinder chamber **P**, the motor capacity becomes maximum, and the system is set to low speed.

2) At high speed (motor swash plate angle at minimum)

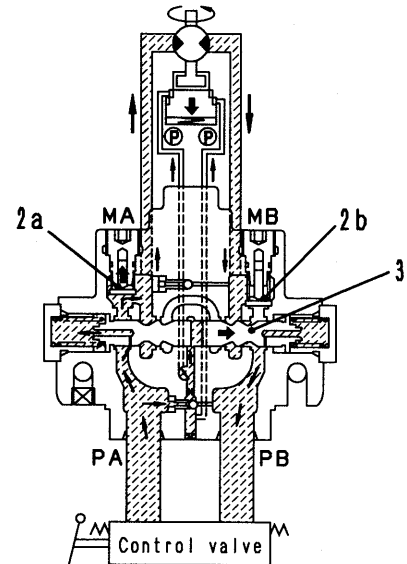


SKP04557

- When the solenoid valve is energized, the pilot pressure oil from the control pump flows to port **Pi**, and pushes regulator valve (5) to the right in the direction of the arrow.
- Because of this, the main pressure oil from the control valve passes through passage **c** in the regulator valve, enters chamber **a** of regulator piston (20), and pushes regulator piston (20) to the left in the direction of the arrow.
- As a result, swash plate (10) is pushed in the direction of the maximum minimum swash plate angle, the motor capacity becomes minimum, and the system is set to high travel speed.

OPERATION OF BRAKE VALVE

- The brake valve consists of check valves (2a) and (2b) and counterbalance spool (31) in a circuit as shown in the diagram on the right.



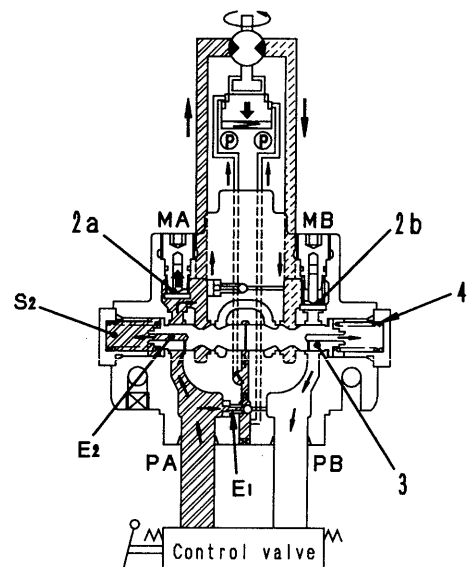
SKP04558

FUNCTION

- When traveling downhill, the weight of the machine makes it try to travel faster than the speed of the motor.
As a result, if the machine travels with the engine at low speed, the motor will rotate without load and the machine will run away, which is extremely dangerous.
To prevent this, these valves act to make the machine travel according to the engine speed (pump discharge amount).

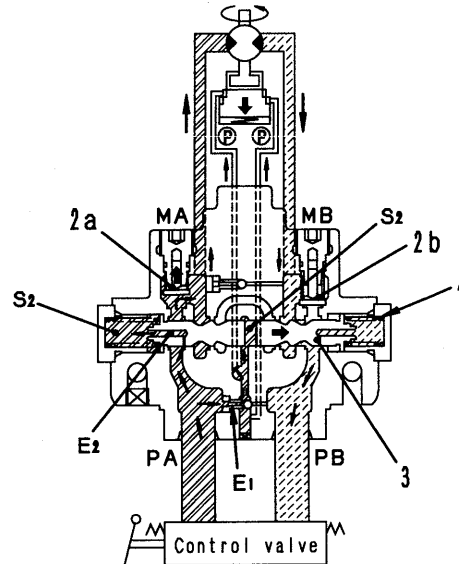
OPERATION WHEN PRESSURIZED OIL IS SUPPLIED

- When the travel lever is operated, the pressurized oil from the control valve is supplied to port PA. It pushes open check valve (2a) and flows from motor inlet port MA to motor outlet port MB. However, the motor outlet port is closed by check valve (2b) and spool (3), so the pressure at the supply side rises.



SKP04559

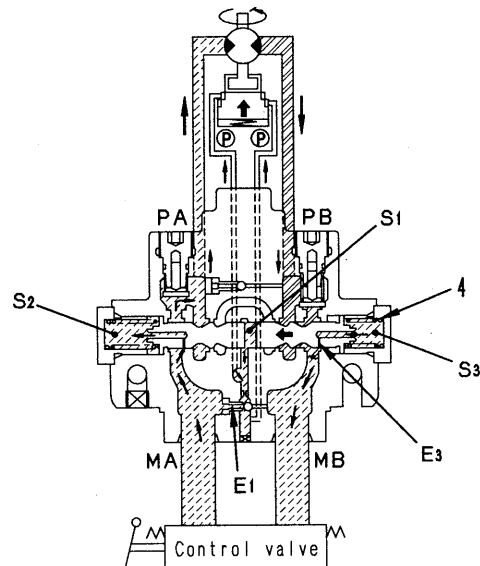
- The pressurized oil at the supply side flows from orifices **E1** and **E2** to chambers **S1** and **S2**. When the pressure in chamber **S1** goes above the pressure of return spring (4), spool (3) is pushed to the right in the direction of the arrow. As a result, port **MB** and port **PB** are connected, the outlet port side of the motor is opened, and the motor starts to rotate.



SKP04560

OPERATION OF BRAKE WHEN TRAVELING DOWNHILL

- If the machine tries to run away when traveling downhill, the motor will turn under no load, so the pressure at the motor inlet port will drop, and the pressure in chambers **S1** and **S2** through orifice **E1** will also drop. When the pressure in chamber **S1** drops below the pressure of return spring (4), spool (3) is returned to the left in the direction of the arrow. At the same time, the oil in chamber **S3** passes through orifice **E3** and tries to flow into port **MB**. However, back pressure is created by the throttling effect of port **E3**, so the return speed of the spool is controlled by returning the spool to the left in the direction of the arrow. Port **MB** at the outlet side is throttled. As a result, the pressure at the outlet port side rises, resistance is generated to the rotation of the motor, and this prevents the machine from running away. In other words, the spool moves to a position where the pressure at outlet port **MB** balances the pressure at the inlet port and the force generated by the weight of the machine. It throttles the outlet port circuit and controls the travel speed according to the amount of oil discharged from the pump.



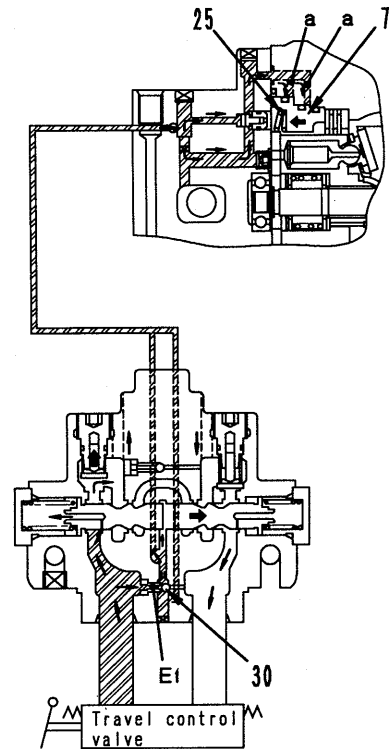
SKP04561

OPERATION OF PARKING BRAKE

1) When starting to travel

When the travel lever is operated, the pressurized oil from the pump passes through orifice **E1**, pushes open check valve (30), flows into chamber **a** of brake piston (7), and pushes piston (7) to the left in the direction of the arrow.

When this happens, the force of spring (25) pushing plate (23) and disc (24) together is lost, so plate (23) and disc (24) separate and the brake is released.



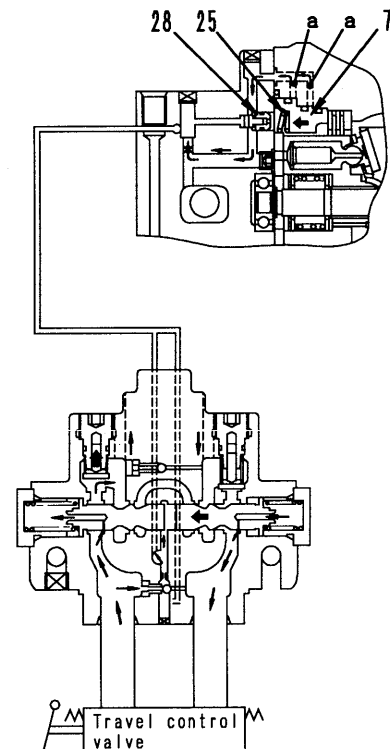
SKP04562

2) When stopping travel

When the travel lever is placed at neutral, the pressure oil from the pump is shut off.

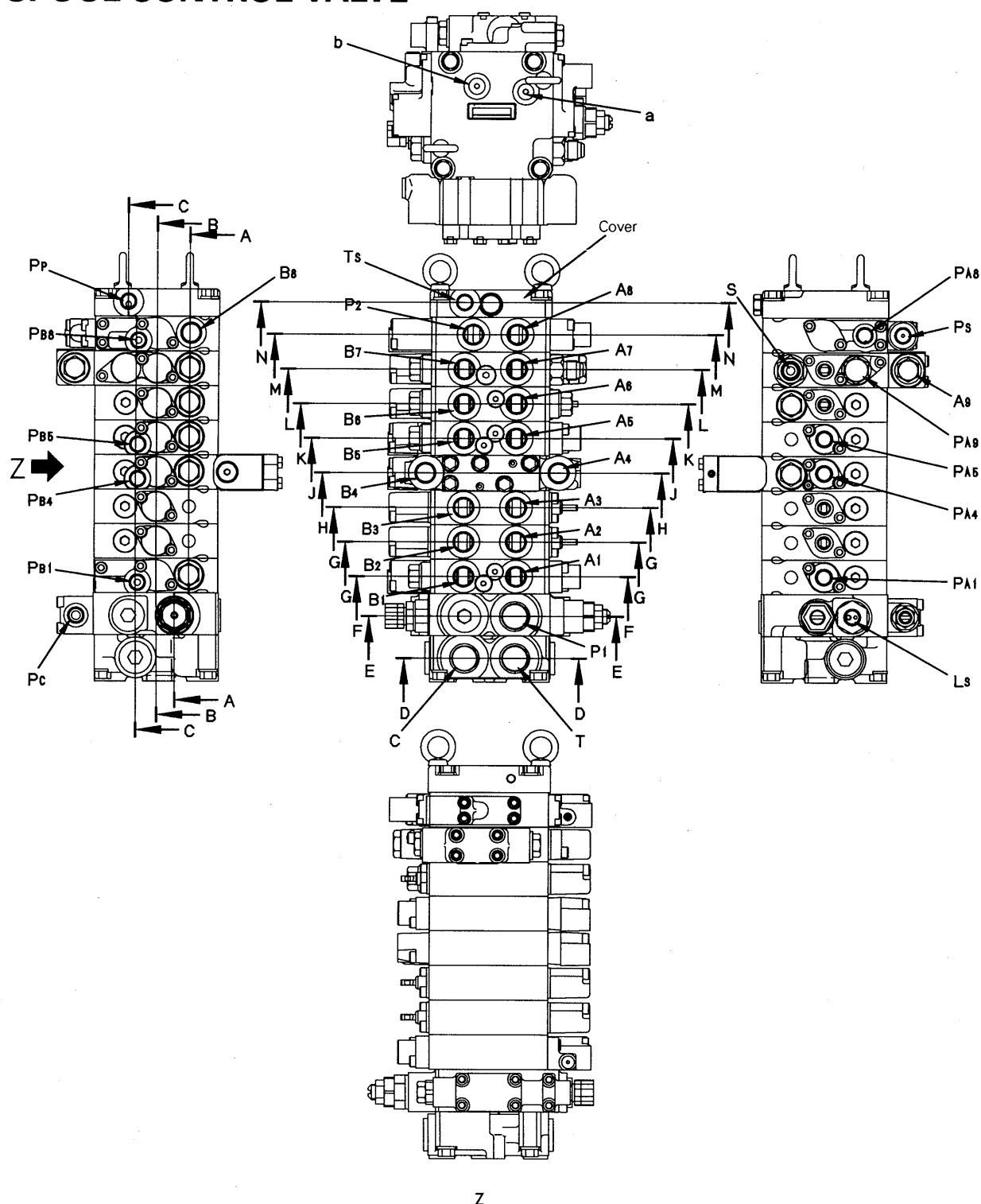
The pressurized oil in chamber **a** of brake piston (7) is drained to the case from the orifice in check valve (28), and brake piston (7) is pushed fully to the right in the direction of the arrow by spring (25).

As a result, plate (23) and disc (24) are pushed together, and the brake is applied.



SKP04563

9-SPOOL CONTROL VALVE

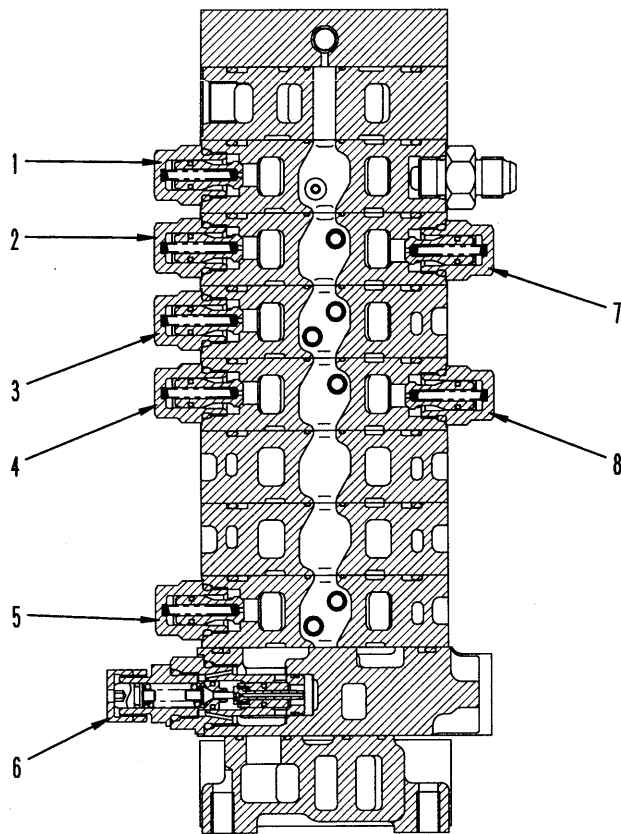


SKP02860

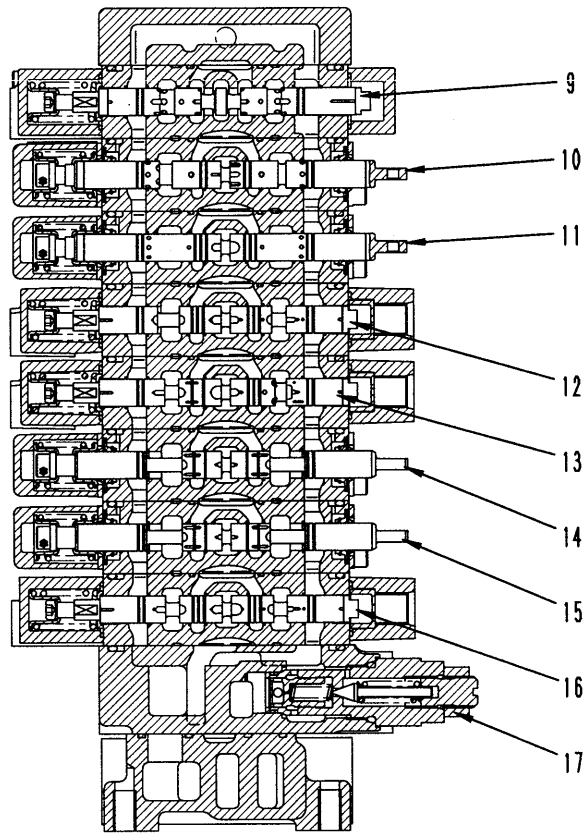
- ★ The above diagram shows the standard valve.
- ★ Each service valve is a single add-on type, so it is possible to add or remove the extra valves at any time.
- ★ The service valve is added on between the 8th valve and the cover.

- ★ The cross-sectional structure of the service valve is the same as the structure for the bucket valve of the standard valve, so refer to the bucket valve for details.

- a. Pressure detection (LS pressure)
- b. Pressure detection (pump pressure)
- P1. Pump port (from main pump to variable pump)
- P2. Pump port (from main pump to gear pump)
- T. Tank port (to tank)
- C. Cooler port (to oil cooler)
- S. Swing motor suction port (to swing motor port **S**)
- A1. (to arm cylinder head)
- B1. (to arm cylinder bottom)
- A2. (to travel motor)
- B2. (to travel motor)
- A2. (to travel motor)
- B2. (to travel motor)
- A3. (to travel motor)
- B3. (to travel motor)
- A4. (to boom cylinder head)
- B4. (to boom cylinder bottom)
- A5. (to bucket cylinder head)
- B5. (to bucket cylinder bottom)
- A6. (to boom swing cylinder head)
- B6. (to boom swing cylinder bottom)
- A7. (to blade cylinder head)
- B7. (to blade cylinder bottom)
- A8. (to swing motor **MB**)
- B8. (to swing motor **MA**)
- A9. (to breaker)
- TS. Seal drain port (to tank)
- LS. Port LS (to pump LS valve)
- PP. (to pump LS valve)
- PS. (to swing motor port **B**)
- PC. (to PPC valve port **P**)
- PA1. (from arm OUT PPC valve)
- PB1. (from arm IN PPC valve)
- PA4. (from boom LOWER PPC valve)
- PB4. (from boom RAISE PPC valve)
- PA5. (from bucket DUMP PPC valve)
- PB5. (from bucket CURL PPC valve)
- PA8. (from left swing PPC valve)
- PB8. (from right swing PPC valve)
- PA9. (from breaker PPC valve)



A - A

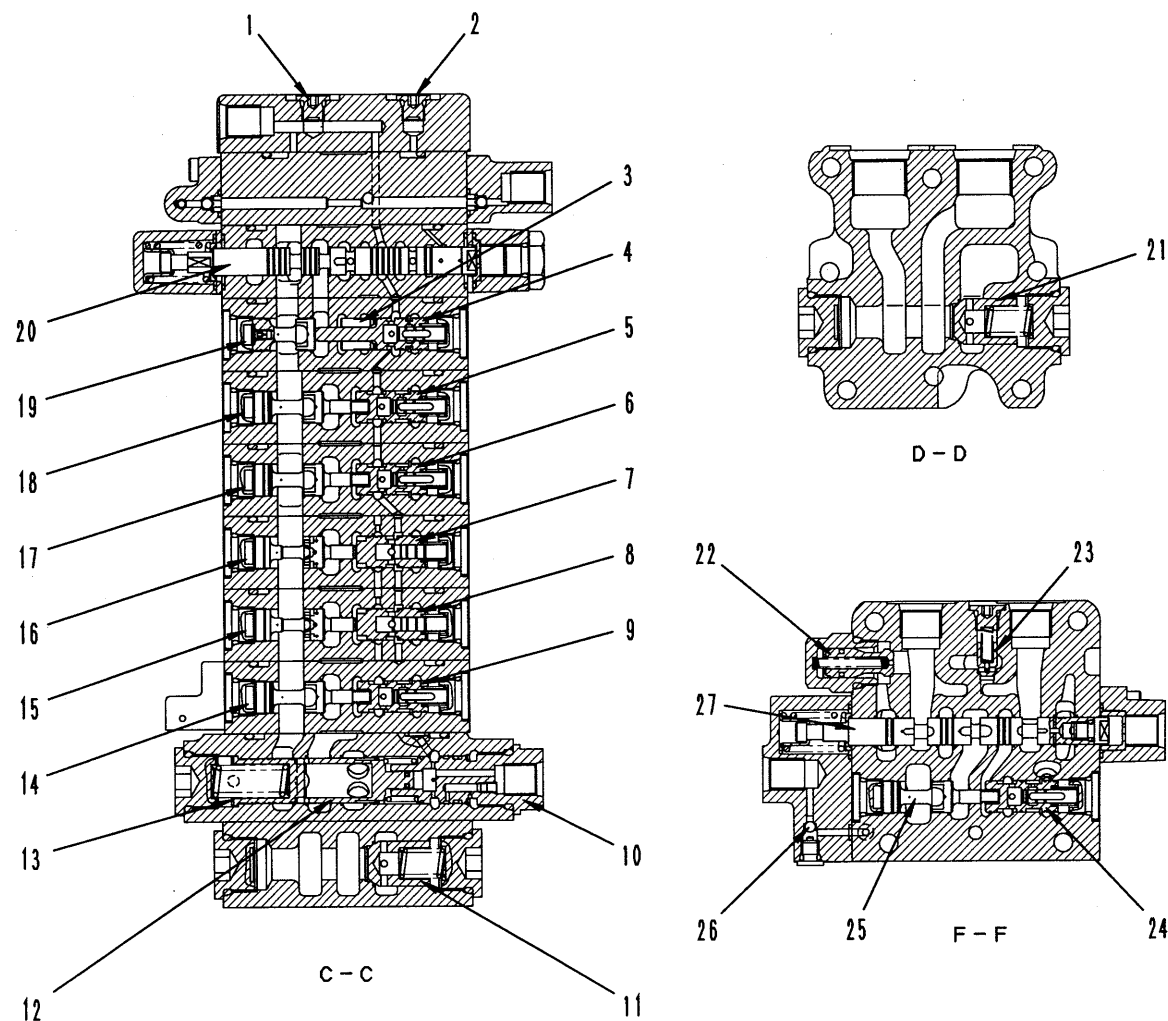


B - B

SKP02861

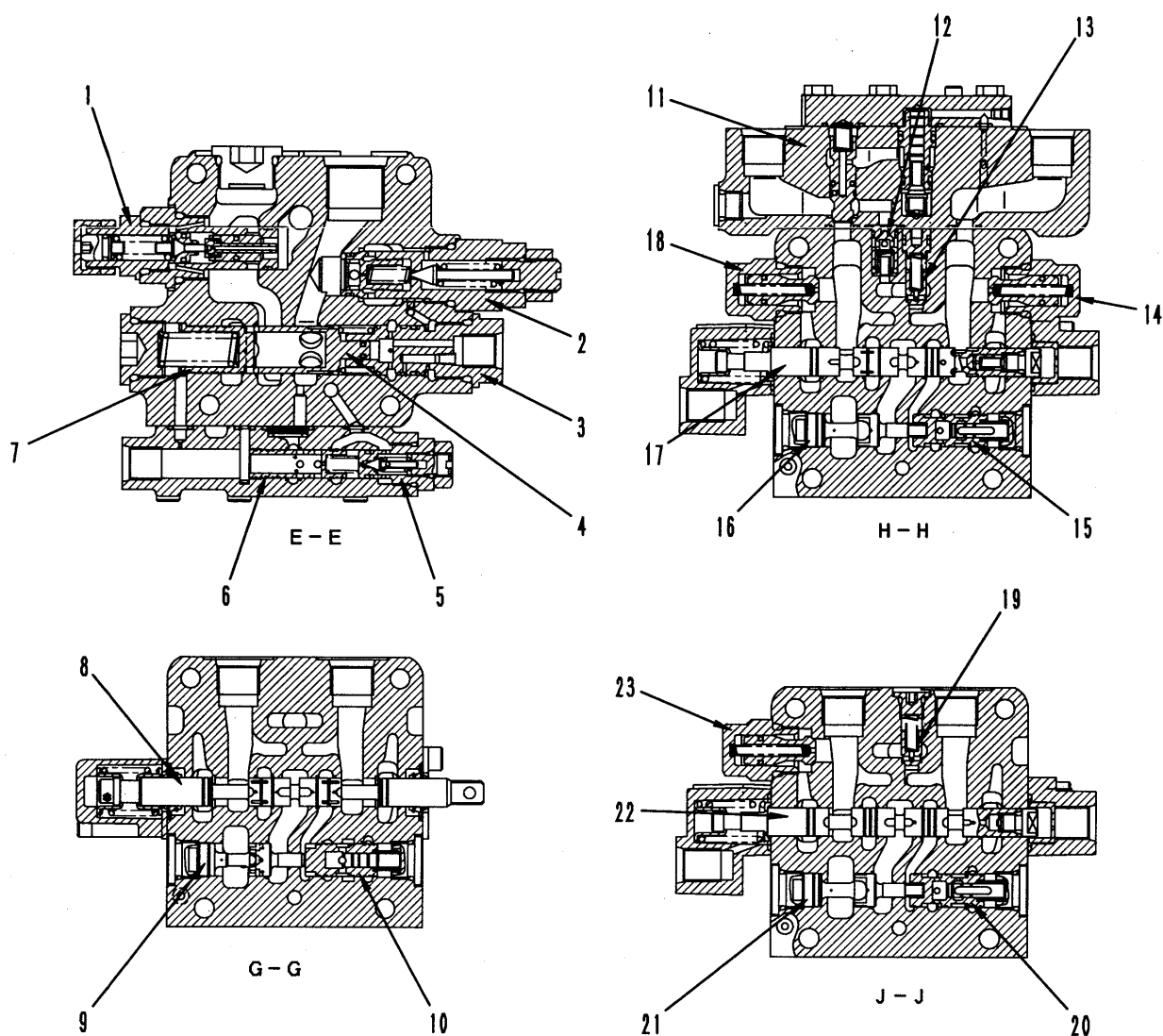
1. Suction valve (blade bottom)
2. Suction valve (boom swing bottom)
3. Suction valve (bucket bottom)
4. Suction valve (boom bottom)
5. Suction valve (arm bottom)
6. Safety valve
7. Suction valve (boom swing head)
8. Suction valve (boom head)

9. Spool (swing)
10. Spool (blade)
11. Spool (boom swing)
12. Spool (bucket)
13. Spool (boom)
14. Spool (R.H. travel)
15. Spool (L.H. travel)
16. Spool (arm)
17. Main relief valve



SKP02862

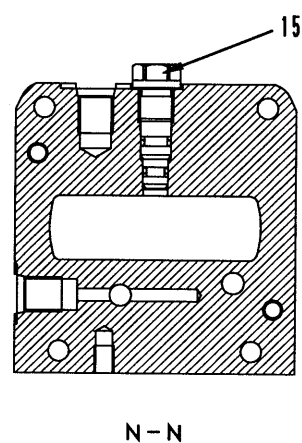
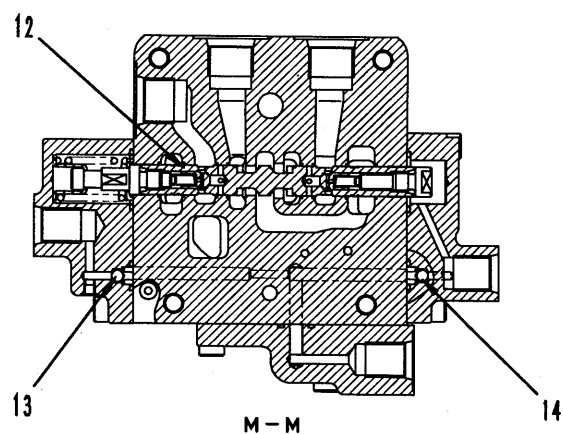
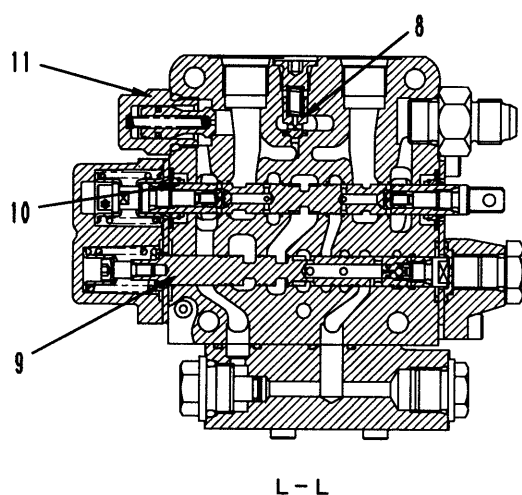
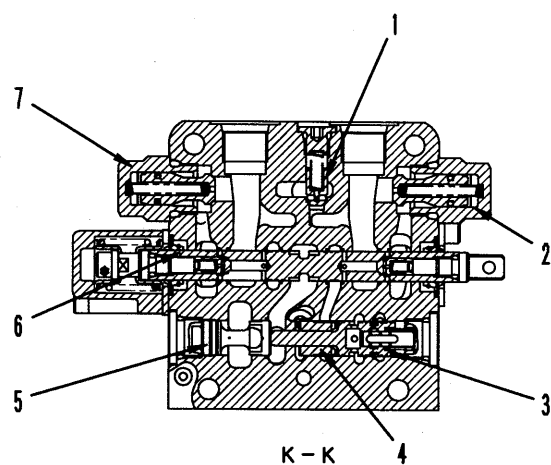
- | | |
|---|--|
| 1. Pump pressure detection plug | 15. Pressure compensation valve F (L.H. travel) |
| 2. LS pressure detection plug | 16. Pressure compensation valve F (R.H. travel) |
| 3. Pressure compensation valve R (boom swing • blade) | 17. Pressure compensation valve F (boom) |
| 4. Pressure compensation valve R (boom swing • blade) | 18. Pressure compensation valve F (bucket) |
| 5. Pressure compensation valve R (bucket) | 19. Pressure compensation valve F (boom swing • blade) |
| 6. Pressure compensation valve R (boom) | 20. Spool (breaker) |
| 7. Pressure compensation valve R (R.H. travel) | 21. Cooler bypass |
| 8. Pressure compensation valve R (L.H. travel) | 22. Suction valve |
| 9. Pressure compensation valve R (arm) | 23. Check valve |
| 10. LS bypass plug | 24. Pressure compensation valve R |
| 11. Cooler bypass valve | 25. Pressure compensation valve F |
| 12. Unload valve | 26. Pilot pressure check valve |
| 13. Self-pressure reducing sequence valve | 27. Spool |
| 14. Pressure compensation valve F (arm) | ★ F: Flow control valve |
| | ★ R: Pressure reducing valve |



SKP02863

1. Safety valve
2. Main relief valve
3. LS bypass plug
4. Unload valve
5. Self-pressure reducing pilot relief valve
6. Self-pressure reducing spool
7. Self-pressure reducing sequence valve
8. Spool
9. Pressure compensation valve **F**
10. Pressure compensation valve **R**
11. Boom holding valve
12. Check valve

13. Check valve
14. Suction valve
15. Pressure compensation valve **R**
16. Pressure compensation valve **F**
17. Spool
18. Suction valve
19. Check valve
20. Pressure compensation valve **R**
21. Pressure compensation valve **F**
22. Spool
23. Suction valve



SKP02864

1. Check valve
2. Suction valve
3. Pressure compensation valve **F**
4. Piston
5. Pressure compensation valve **F**
6. Spool
7. Suction valve
8. Check valve

9. Spool (breaker)
10. Spool (blade)
11. Suction valve
12. Spool
13. Pilot pressure check valve
14. Pilot pressure check valve
15. Pressure bleed plug

OPERATION OF SYSTEM AS A WHOLE

1) When all control valves are at HOLD Operation

- Main pump discharge amount **Q1** all flows from unload valve (16) to tank (1).
- None of the spools (each spool **A** of the valves) is being operated, so the LS pressure **PLS** is not generated.
- At the same time, the LS pressure **PLS1** is connected to the tank circuit by LS bypass plug (7), so it is the tank pressure.
- In this condition, LS differential pressure ΔPLS becomes the unload pressure - tank pressure, and becomes higher than the LS set pressure of LS valve (4), so main pump (2) is set to the minimum swash plate angle.

2) When swing is operated independently

- When the swing spool is operated, gear pump discharge amount **Q2** flows from the swing spool to the swing motor.
- Main pump discharge amount **Q1** all flows from unload spool (16) to tank (1).

3) When actuator is operated independently (example: boom)

- When boom spool (11A) is operated, pump discharge amount **Q** flows to boom cylinder (25). At the same time, LS pressure **PLS** is generated and unload valve (16) closes.
- LS pressure **PLS** becomes the load pressure of boom cylinder (25).
In the boom circuit, the difference between pump discharge pressure **PP** and LS pressure **PLS** (in other words, LS differential pressure ΔPLS) becomes the same as the LS set pressure of LS valve (4).
- As a result, the swash plate angle of main pump (2A) is kept at a point midway between the minimum and maximum angles.
- Pump pressure **PP** passes through the drill hole in flow control valve (11B) and goes to the left end, so boom pressure compensation valves (11B) and (11C) move fully to the right.
- When the other actuators are operated independently, pump discharge amount **Q** does not become 100%, so the operation is the same as for the boom.

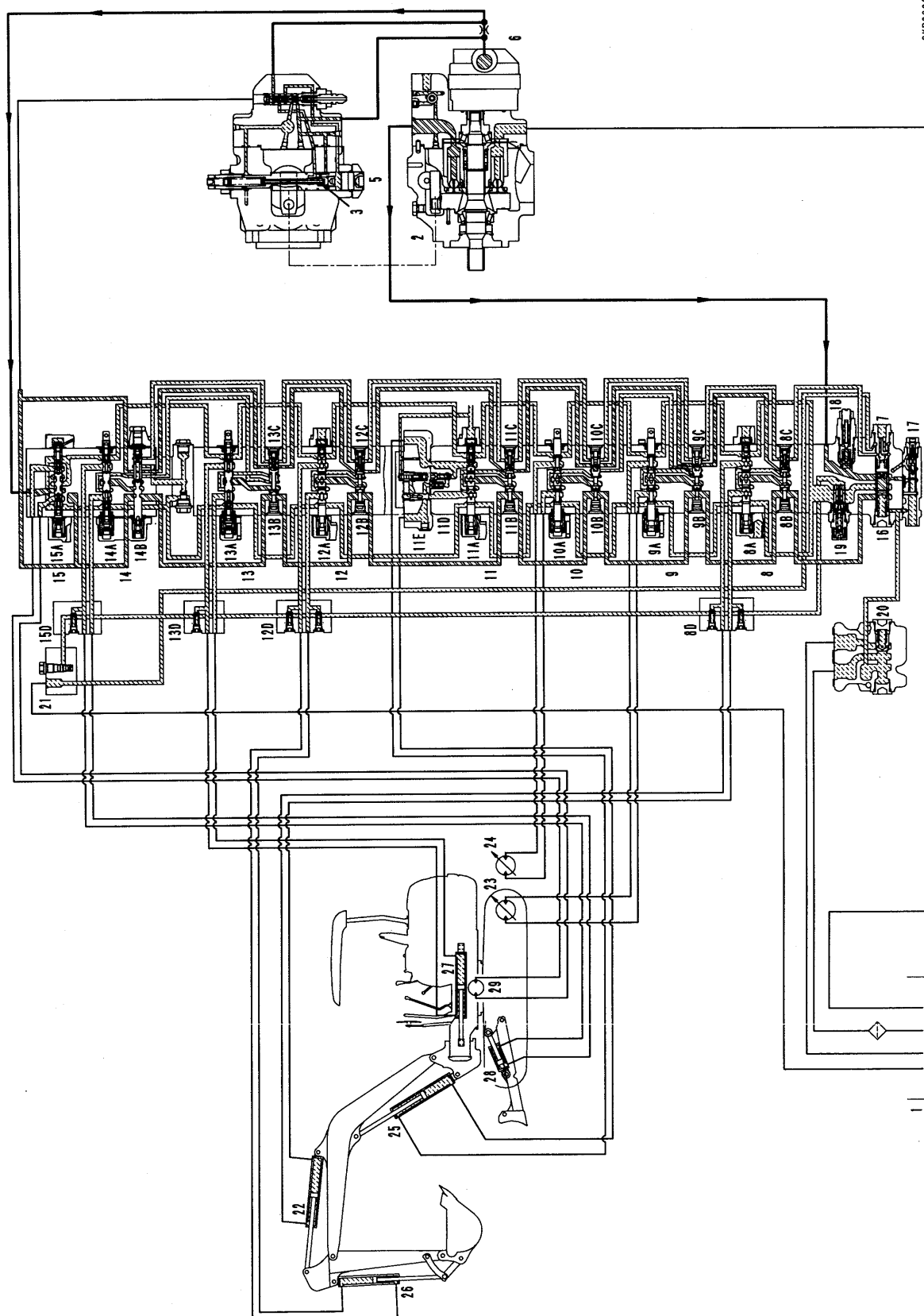
4) When left and right travel are operated at same time

- When left and right travel spools (9A) and (10A) are operated, pump discharge amount **Q** flows to left and right travel motors (23) and (24), and at the same time, LS pressure **PLS** is generated and unload valve (16) closes.
- When this happens, reducing valves (9C) and (10C) of the left and right travel valves move to the right, the travel junction circuit is interconnected, and this prevents any deviation in travel.
- Even when left and right travel spools (9A) and (10A) are 100% open, the pump discharge amount does not become 100%, so LS differential pressure ΔPLS becomes the same pressure as the LS set pressure of LS valve (4), and the swash plate angle of main pump (2) is kept at a point midway between the minimum and maximum angles.

5) Compound operation of actuators (example: boom + arm operated at same time)

- If boom spool (11A) is operated to RAISE and arm spool (8A) is operated at the same time to OUT, pump discharge amount **Q** flows to each cylinder (22) and (25).
- When this happens, the load pressure of boom cylinder (25) is greater than the load pressure of arm cylinder (22), so the oil tries to flow to arm cylinder (22), where the load pressure is low. However, the pressure on the upstream side of arm spool (8A) is compensated by pressure compensation valves (11B) and (11C), which receive the load pressure of the boom (= maximum LS pressure **PLS**).
- In this way, the pressure difference between the upstream pressure and downstream pressure of boom spool (11A) and arm spool (8A) becomes equal, so the flow of oil from main pump (2) is divided in proportion to the area of opening of each spool.
- If the area of opening of boom spool (11A) and arm spool (8A) is 100%, even if pump discharge amount **Q** becomes 100%, LS differential pressure **PLS** is set so that it does not reach the set pressure of LS valve (4), so main pump (2) is held at the maximum swash plate angle.
- If the total demand flow of boom spool (11A) and arm spool (8A) is less than 100% of pump discharge amount **Q**, pump discharge amount **Q** is controlled in accordance with the area of opening of the spools by LS differential pressure ΔPLS .

★ For details of this page, see page 90-15.



SKP02865

CLSS

1. OUTLINE

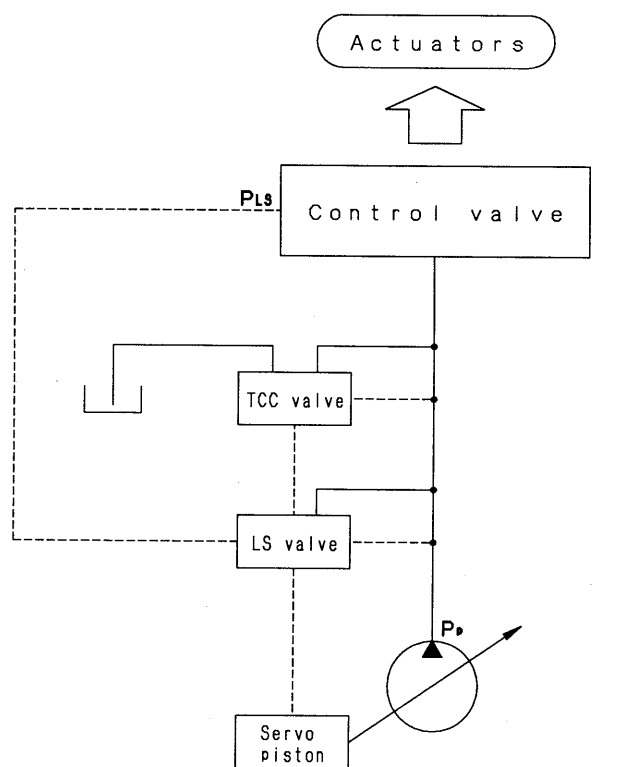
Features

CLSS stands for Closed Center Load Sensing System, and has the following features.

- 1) Fine control not influenced by load
- 2) Control enabling digging even with fine control
- 3) Ease of compound operation ensured by flow divider function using area of opening of spool during compound operations
- 4) Energy saving using variable pump control

Structure

- The CLSS consists of a variable displacement single piston pump, control valve, and actuators.
- The pump body consists of the main pump, TCC valve and LS valve.

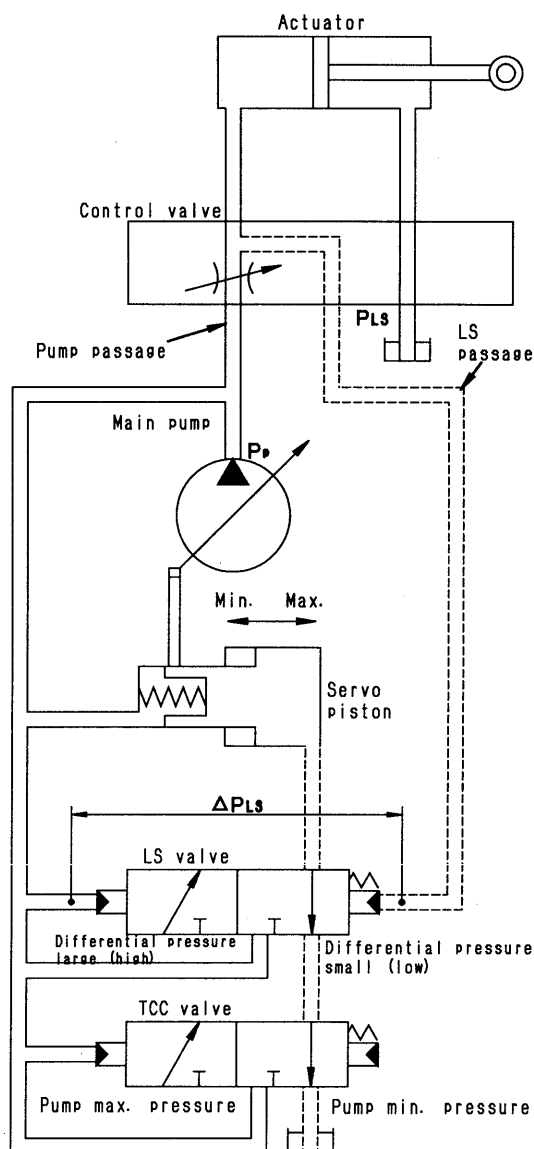


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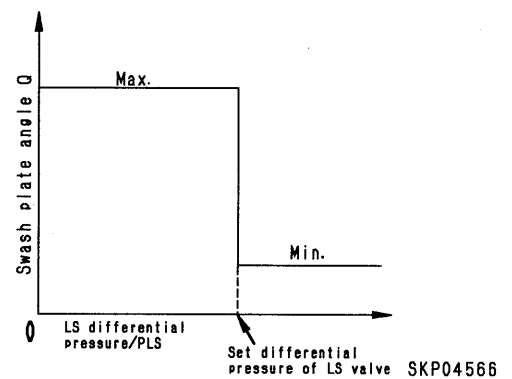
2. BASIC PRINCIPLE

1) Control of pump swash plate angle

- The pump swash plate angle (pump discharge amount) is controlled so that LS differential pressure ΔPLS is constant. LS differential pressure ΔPLS is the difference in pressure between pump discharge pressure **PP** and LS pressure **PLS** (actuator load pressure) at the outlet port of the control valve
(LS differential pressure ΔPLS = Pump discharge pressure **PP** – LS pressure **PLS**)
 - If LS differential pressure ΔPLS becomes lower than the set pressure of the LS valve, the pump swash plate angle becomes greater, and if it becomes higher, the pump swash plate angle becomes smaller.
- ★ For details of the operation, see HYDRAULIC PUMP.



SKP04565

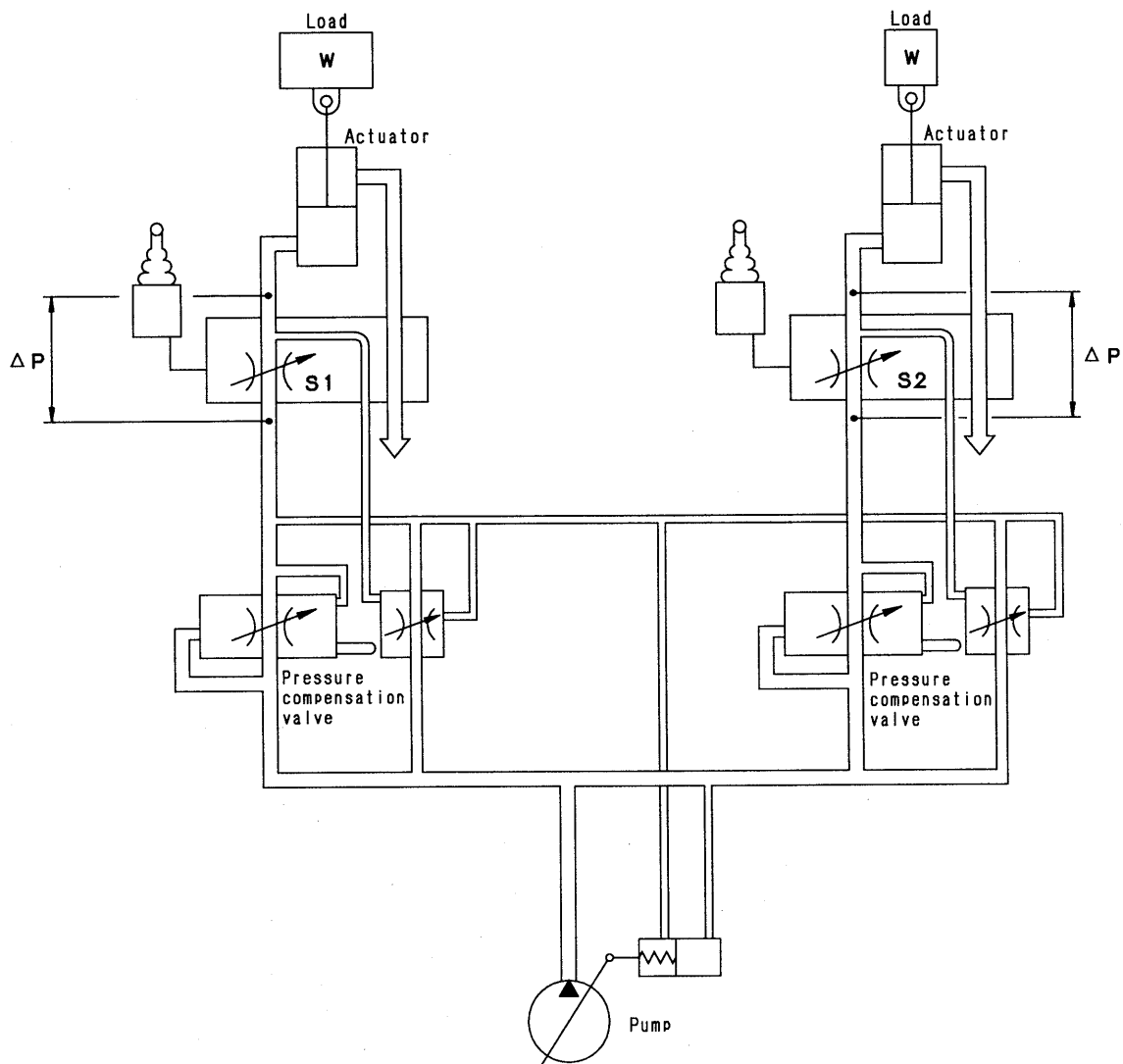


2) Pressure compensation control

- A valve (pressure compensation valve) is installed to the inlet port side of the control valve to balance the load.

When there is compound operation of the actuators, this valve acts to make pressure difference ΔP constant for the upstream flow (inlet port) and downstream flow (outlet port) of the notch of each spool.

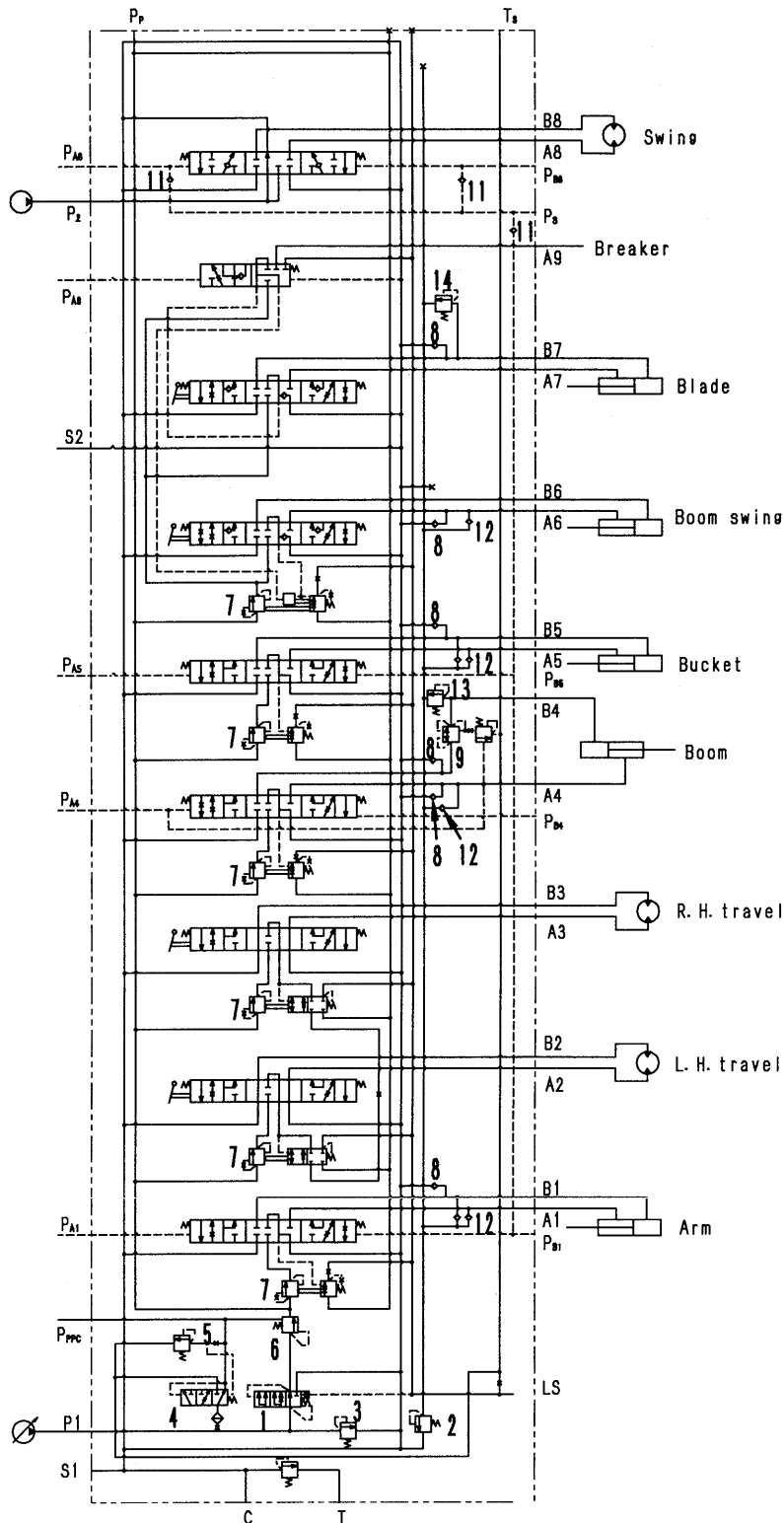
In this way, the flow of oil from the pump is divided in proportion to area of opening **S1** and **S2** of each valve.



SKP04567

3. OPERATION FOR EACH FUNCTION AND VALVE

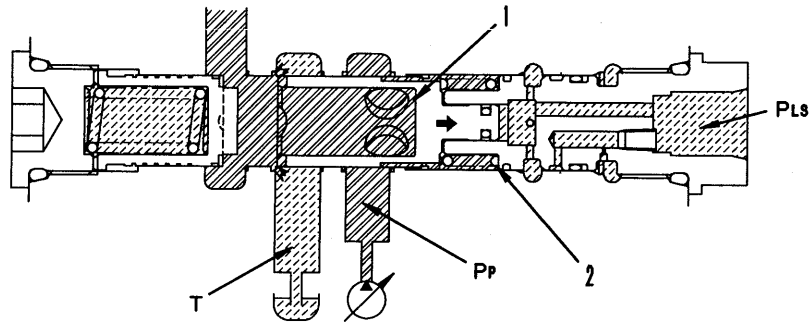
Hydraulic circuit diagram and names of valves



1. Unload valve
(LS pressure + 3.43 MPa {35 kg/cm²})
2. Safety valve (27.9 MPa {285 kg/cm²})
3. Main relief valve
(24.5 MPa {250 kg/cm²})
4. Self-pressure reducing valve
5. Pilot relief valve
(2.9 MPa {30 kg/cm²})
6. Self-pressure sequence valve
(0.3 MPa {2.9 kg/cm²})
7. Pressure compensation valve
8. Suction valve
9. Lock valve
10. Cooler check valve
(0.4 MPa {4 kg/cm²})
11. Pilot pressure check valve
12. Check valve
13. Check valve (boom RAISE)
(2 MPa {20 kg/cm²})
14. Check valve (blade RAISE)
(2.5 MPa {25 kg/cm²})

SKP04568

1) Unload valve



SKP02871

FUNCTION

1. When the control valve is at neutral, pump discharge amount **Q** discharged by the minimum swash plate angle is released to the tank circuit.

When this happens, pump discharge pressure **PP** is set at 3.43 MPa {35 kg/cm²} by spring (2) inside the valve. (LS pressure **PLS**: 0 MPa {0 kg/cm²})

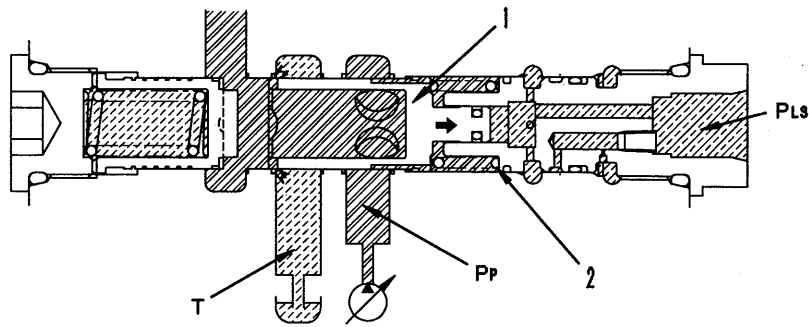
OPERATION

When control valve is at neutral

- Pump discharge pressure **PP** is acting on the left end of pool (1), and LS pressure **PLS** is acting on the right end.
- When the control valve is at neutral, LS pressure **PLS** is not generated, so only pump discharge pressure **PP** has any effect, and **PP** is set only by the load of spring (2).
- As pump discharge pressure **Pp** rises and reaches the load of spring (2) (3.43 MPa {35 kg/cm²}), spool (1) is moved to the right in the direction of the arrow. Pump circuit pressure **PP** then passes through the notch in spool (1) and is connected to tank circuit **T**.
- In this way, pump discharge pressure **PP** is set to 3.43 MPa {35 kg/cm²}.

2. During fine control of the control valve, when the demand flow for the actuator is within the amount discharged by the minimum swash plate angle of the pump, pump discharge pressure **PP** is set to LS pressure **PLS** + 3.43 MPa {35 kg/cm²}.

When the difference pressure between pump discharge pressure **PP** and LS pressure **PLS** reaches the load of spring (2) (3.43 MPa {35 kg/cm²}), the unload valve opens, so LS differential pressure ΔPLS becomes 3.43 MPa {35 kg/cm²}.

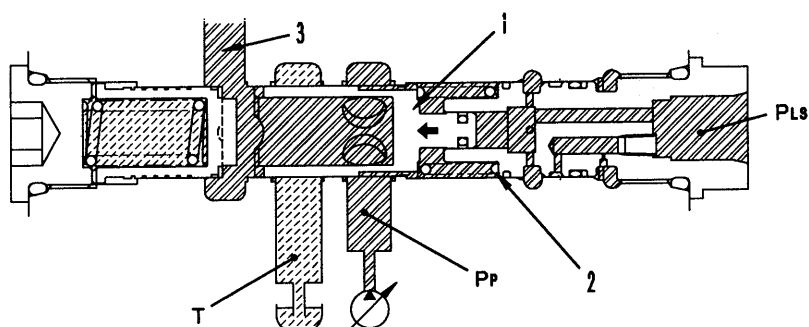


SKP02872

OPERATION

Fine control of control valve

- When fine control is carried out on the control valve, LS pressure **PLS** is generated and acts on the right end of spool (1).
When this happens, the area of the opening of the control valve spool is small, so there is a big difference between LS pressure **PLS** and pump discharge pressure **PP**.
 - When the differential pressure between pump discharge pressure **PP** and LS pressure **PLS** reaches the load of spring (2) (3.43 MPa {35 kg/cm²}), spool (1) moves to the right in the direction of the arrow, and pump circuit **PP** and tank circuit **T** are connected.
 - In other words, pump discharge pressure **PP** is set to a pressure equal to the spring force (3.43 MPa {35 kg/cm²}) + LS pressure **PLS**, and LS differential pressure ΔPLS becomes 3.43 MPa {35 kg/cm²}.
3. When the control valve is being operated and the demand flow for the actuator becomes greater than the pump discharge from the minimum swash plate angle, the flow of the oil out to tank circuit **T** is cut off, and all of pump discharge amount **Q** flows to the actuator circuit.



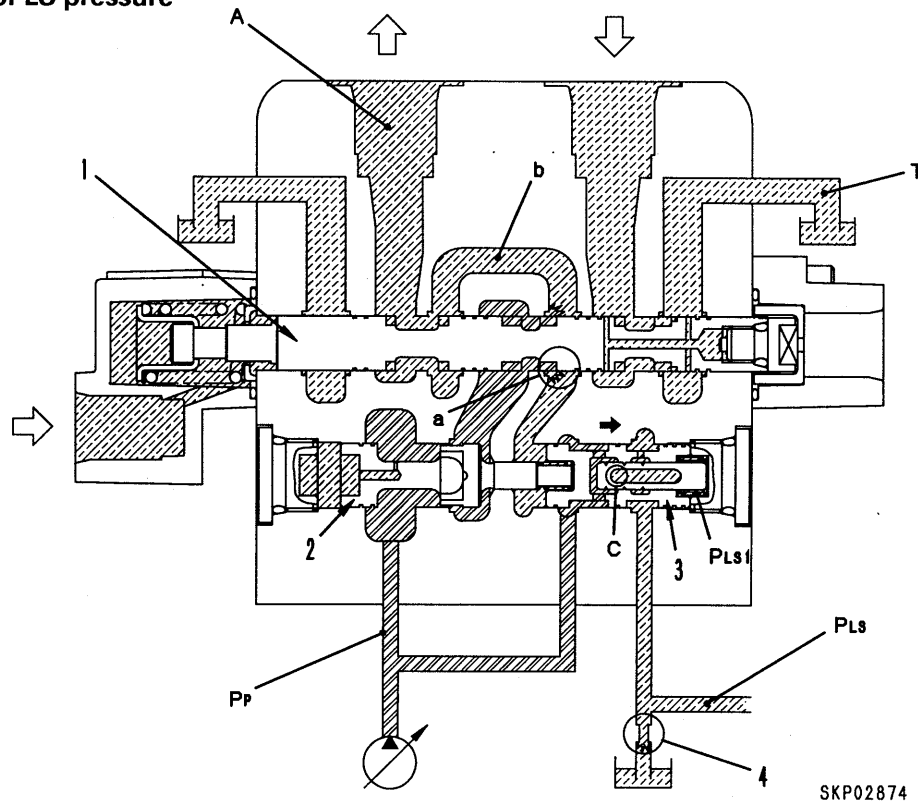
SKP02873

OPERATION

Control valve operated

- When the control valve is operated to a bigger stroke, LS pressure **PLS** is generated and acts on the right end of spool (1). When this happens, the area of the opening of the control valve spool is large, so the difference between LS pressure **PLS** and pump discharge pressure **PP** is small.
- For this reason, the differential pressure between pump discharge pressure **PP** and LS pressure **PLS** does not reach the load of spring (2) (3.43 MPa {35 kg/cm²}), so spool (1) is pushed to the left in the direction of the arrow by spring (2).
- As a result, pump circuit **PP** and tank circuit **T** are shut off, and all the pump discharge

2) Introduction of LS pressure

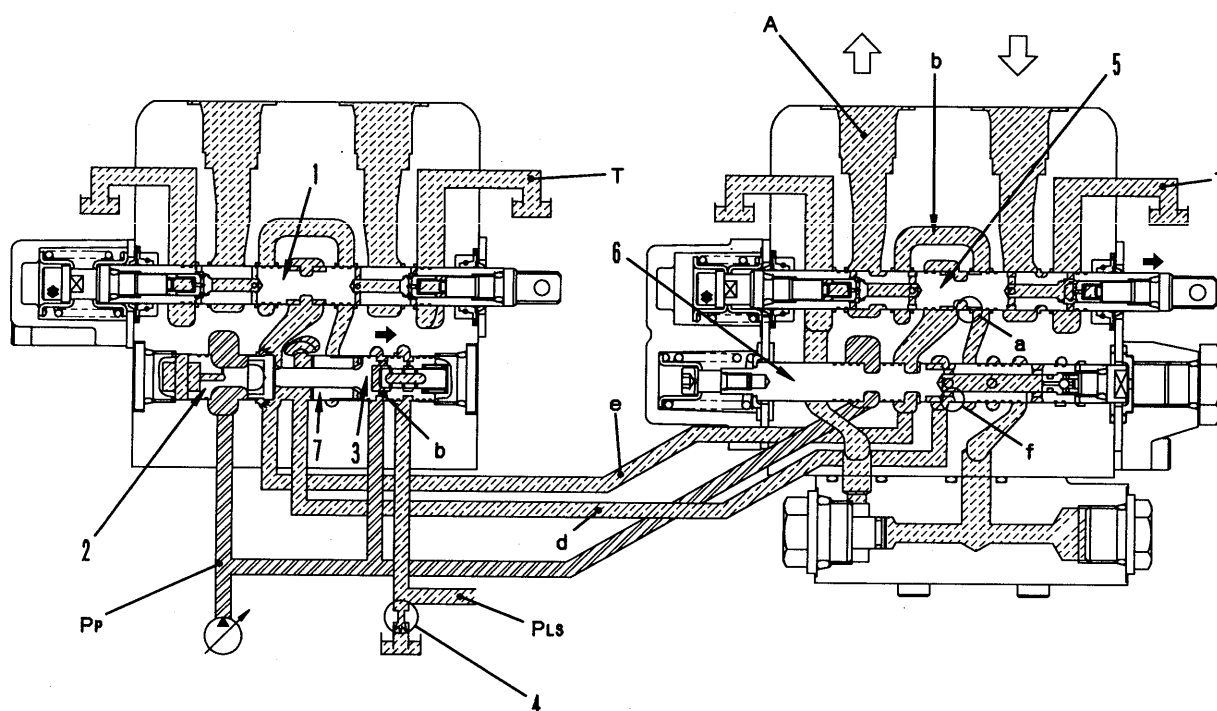


FUNCTION

- The LS pressure is the actuator load pressure at the outlet port end of the control valve.
- It actually reduces pump pressure **PP** at reducing valve (3) of the pressure compensation valve to the same pressure as actuation circuit pressure **A**, and sends it to the LS circuit **PLS**.
- With the boom swing and blade valves, pump pressure **PP** is reduced to the same pressure as actuator circuit pressure **A** by one reducing valve (3) used for both systems, and the pressure is sent to the LS circuit **PLS**.
- With the breaker valve, actuator circuit pressure **A** is taken directly to the LS circuit **PLS**.

OPERATION

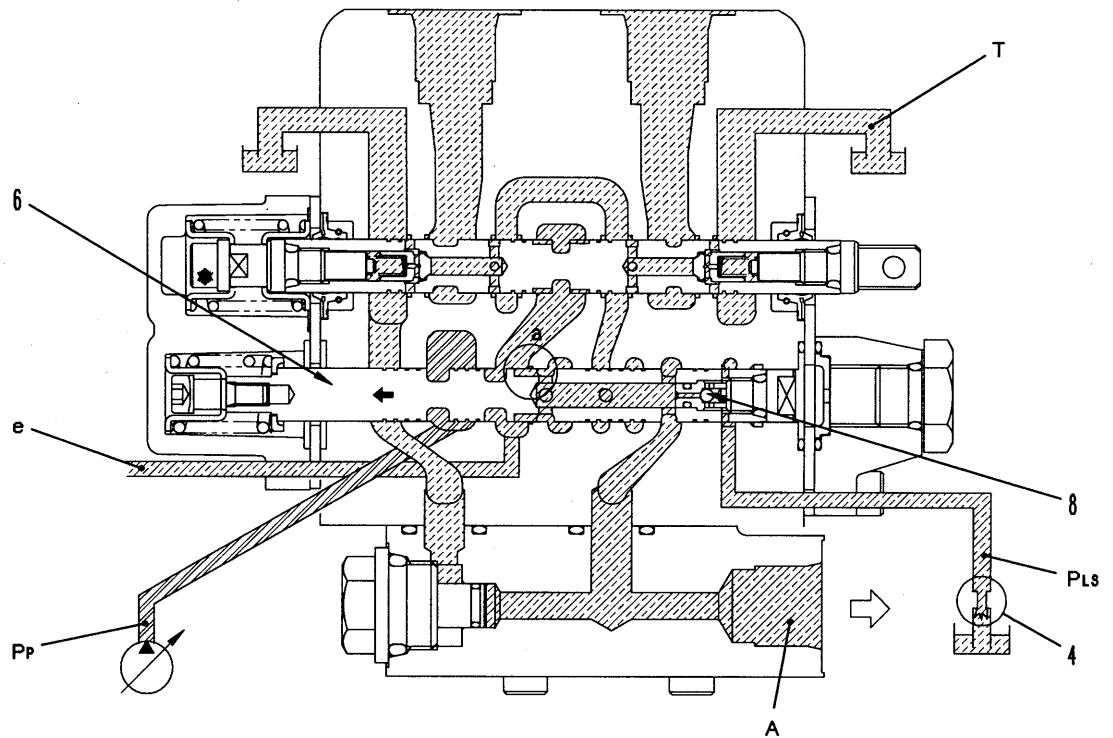
1. **Work equipment valves (boom, arm, bucket, swing)**
 - When spool (1) is operated, pump pressure **PP** flows from flow control valve (2) and notch a in the spool through bridge passage **b** to actuator circuit **A**.
 - At the same time, reducing valve (3) also moves to the right in the direction of the arrow, so pump pressure **PP** has its pressure reduced by the pressure loss at notch **C**. It is introduced to LS circuit **PLS**, and then goes to spring chamber **PLS1**.
 - When this happens, LS circuit **PLS** is connected to tank circuit **T** from LS bypass plug (4) (see the section on the LS bypass plug).
 - Actuator circuit pressure **PA (=A)** acts on the left end of reducing valve (3); the reduced pump pressure **PP** acts on the other end.
 - As a result, reducing valve (3) is balanced at a position where actuator circuit pressure **PA** and the pressure of spring chamber **PLS1** are the same. Pump pressure **PP** reduced at notch **d** becomes actuator circuit pressure **A** and is taken to LS circuit **PLS**.



SKP02875

2. Boom swing, blade valve

- In the same way as with the work equipment valves, when boom swing spool (1) is operated, pump pressure **PP** is reduced by reducing valve (3) and is sent to the LS circuit **PLS**.
- When blade spool (5) is operated, pump pressure **PP** flows from flow control valve (2), passage **e**, and notch **a** in the spool through bridge passage **b** to actuator circuit **A**.
- At the same time, the actuator circuit pressure passes through notch **f** in breaker spool (6), then goes through passage **d**, and acts on the left end of piston (7). Piston (7) and reducing valve (3) then move to the right in the direction of the arrow.
- As a result, pump pressure **PP** is reduced at notch **d**, becomes the actuator circuit pressure, and is sent to LS circuit **PLS**.
 - ★ The boom swing and blade valves are different from the work equipment valves: they share one pressure compensation

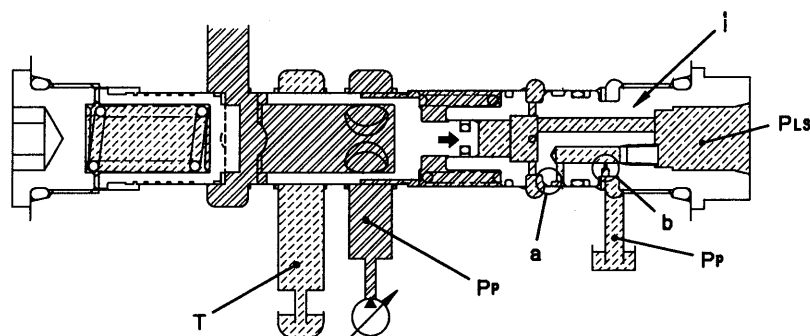


SKP02876

3. Breaker valve

- When breaker spool (6) is operated, pump pressure **PP** flows through flow control valve (2), passage **e**, and notch **a** in breaker spool (6) to actuator circuit **A**.
- At the same time, actuator circuit pressure passes through check valve (8) and is interconnected with the LS circuit **PLS**.
- ★ The breaker circuit is different from the other circuits: actuator circuit pressure goes directly to LS circuit **PLS**.

3) LS bypass plug



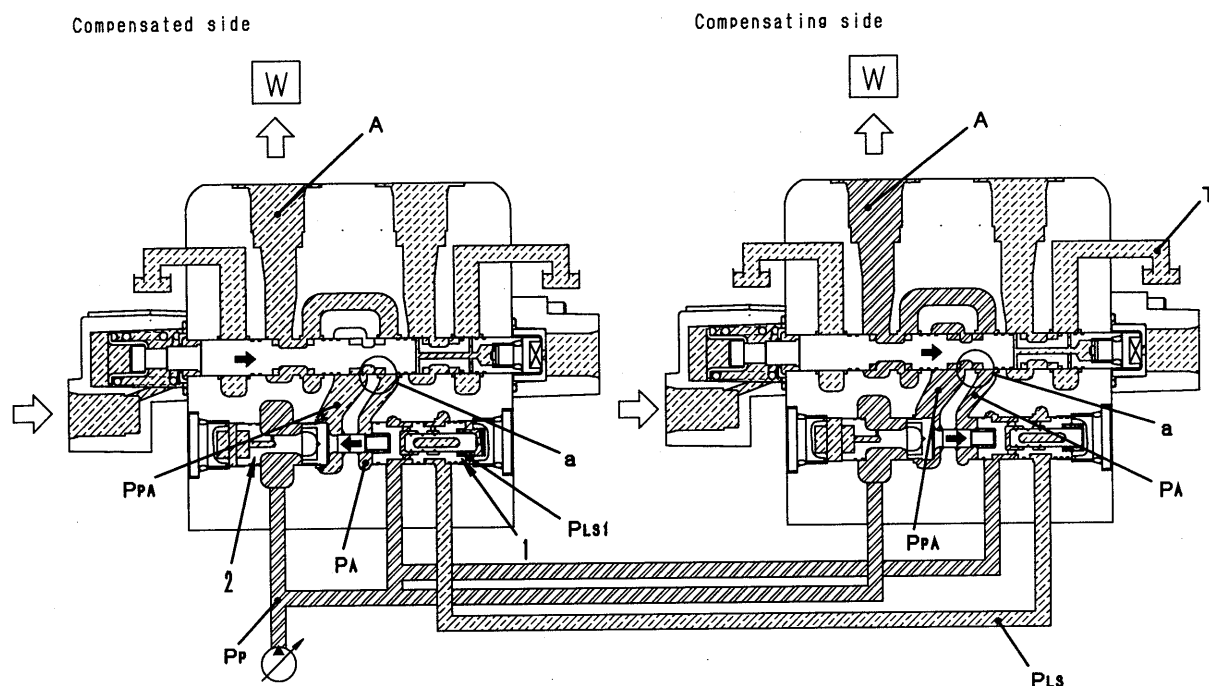
FUNCTION

- It releases the residual pressure of LS pressure **PLS**.
- It makes the speed of the rise in pressure of LS pressure **PLS** more gentle. In addition, with this discarded throttled flow, it creates a pressure loss in the throttled flow of the spool or shuttle valve, and increases the stability by lowering the effective LS differential pressure.

OPERATION

- The pressurized oil for LS circuit **PLS** passes from clearance filter **a** (formed by the clearance between LS bypass plug (1) and the valve body) through orifice **b** and flows to tank circuit **T**.

4) Pressure compensation valve



SKP04569

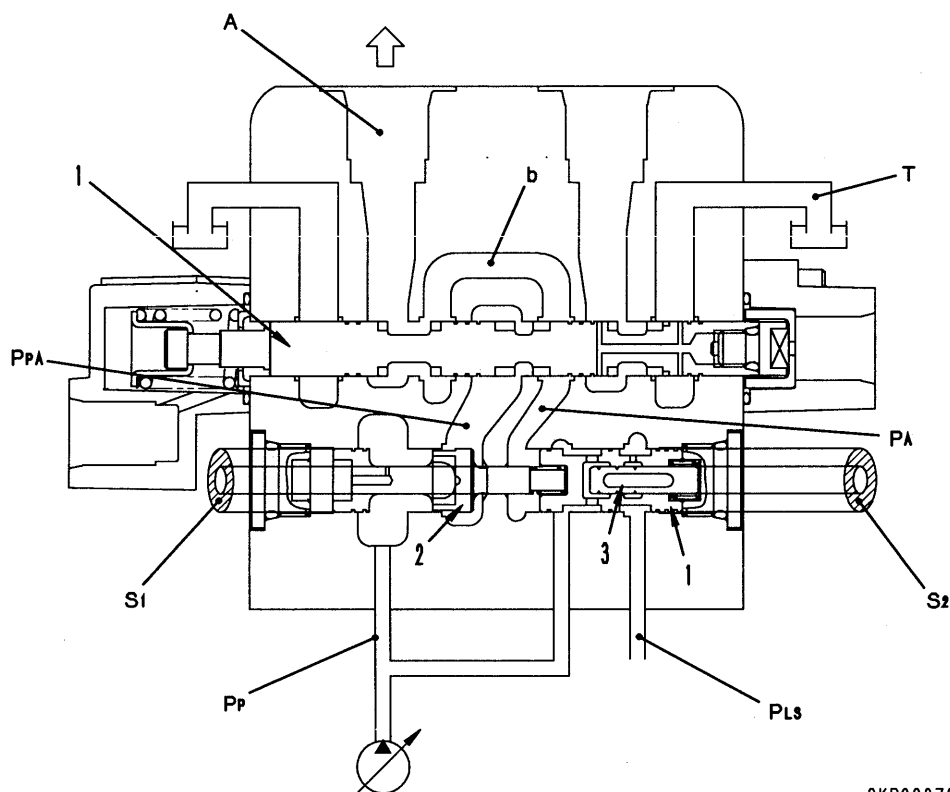
FUNCTION

- During compound operations, if the load pressure becomes lower than the other actuator and the oil flow tries to increase, compensation is received. (When this happens, the other actuator being used for compound operation (right side) is at a higher load than the actuator on this side (left side).)

OPERATION

- If the load pressure of the other actuator (right side) becomes higher during compound operations, the oil flow in actuator circuit **A** on this side (left side) tries to increase.
- If this happens, the LS pressure **PLS** of the other actuator acts on spring chamber **PLS1**, and reducing valve (1) and flow control valve (2) are pushed to the left in the direction of the arrow.
- Flow control valve (2) throttles the area of opening between pump circuit **PP** and spool upstream **PPA**, and pressure loss is generated between **PP** and **PPA**.
- Flow control valve (2) and reducing valve (1) are balanced in position where the difference in pressure between **PLS** and **PA** acting on both ends of reducing valve (2) and the pressure loss between **PP** and **PPA** on both sides of flow control valve (2) are the same.
- In this way, the pressure difference between upstream pressure **PPA** and downstream pressure **PA** of both spools used during compound operations is the same, so the pump flow is divided in proportion to the area of opening of notch **a** of each spool.

5) Area ratio of pressure compensation valve



SKP02879

FUNCTION

- The pressure compensation valve determines the compensation characteristics by carrying out fine adjustment of the area ratio ($S2/S1$) between area $S2$ of reducing valve (1) and area $S1$ of flow control valve (2) to match the characteristics of each actuator.

$S1$: Area of flow control valve (2) – area of piston (3)
 $S2$: Area of reducing valve (1) – area of piston (3)

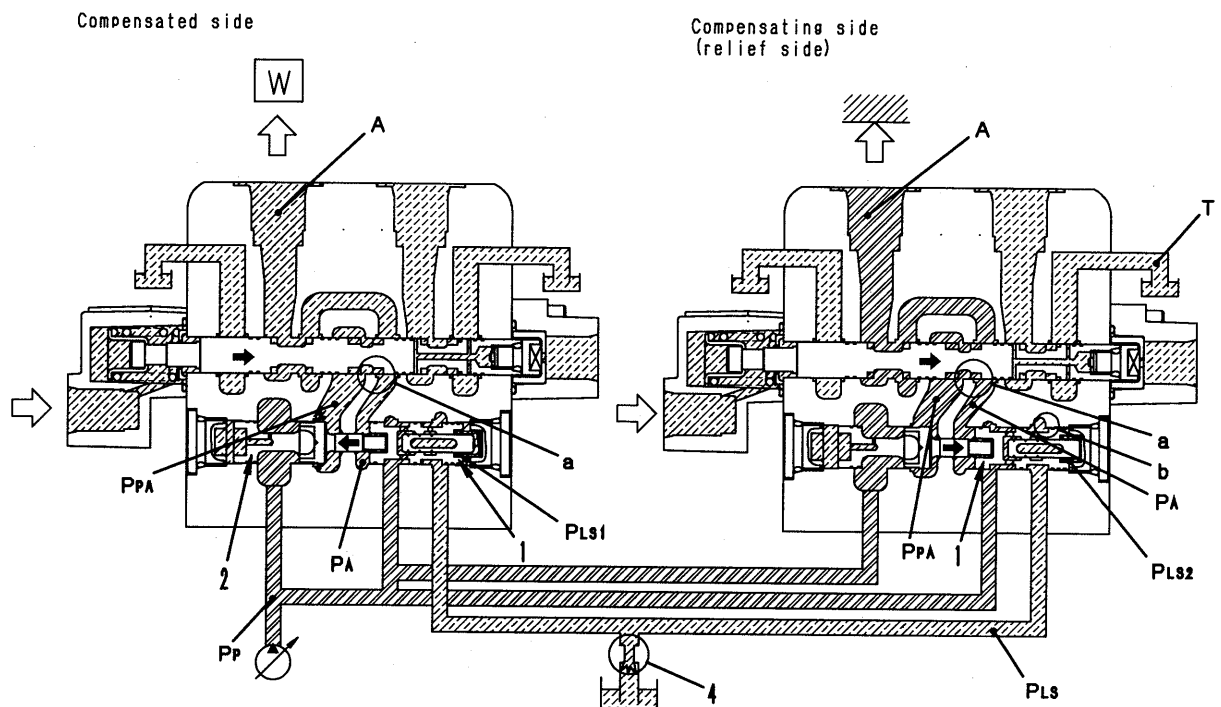
- When ratio is less than 1.00: $PP - PPA < PLS - PA (=A)$ and oil flow to side receiving compensation is divided in a proportion more than area of opening of spool.

Valve	Ratio of area
Arm	0.98
Travel	1.00
Boom	0.95
Bucket	1.00
Boom swing	0.98
Blade	0.98
Service	1.00

AREA RATIO ($S1:S2$) AND COMPENSATION CHARACTERISTICS

- When ratio is 1.00: [pump pressure PP – spool notch upstream pressure PPA] = [LS circuit pressure PLS – actuator circuit pressure $PA (=A)$] and oil flow is divided in proportion to area of opening of spool.
- When ratio is more than 1.00: $PP - PPA > PLS - PA (=A)$ and oil flow to side receiving compensation is divided in a proportion less than area of opening of spool.

6) Throttling LS introduction of pressure compensation valve



SKP04570

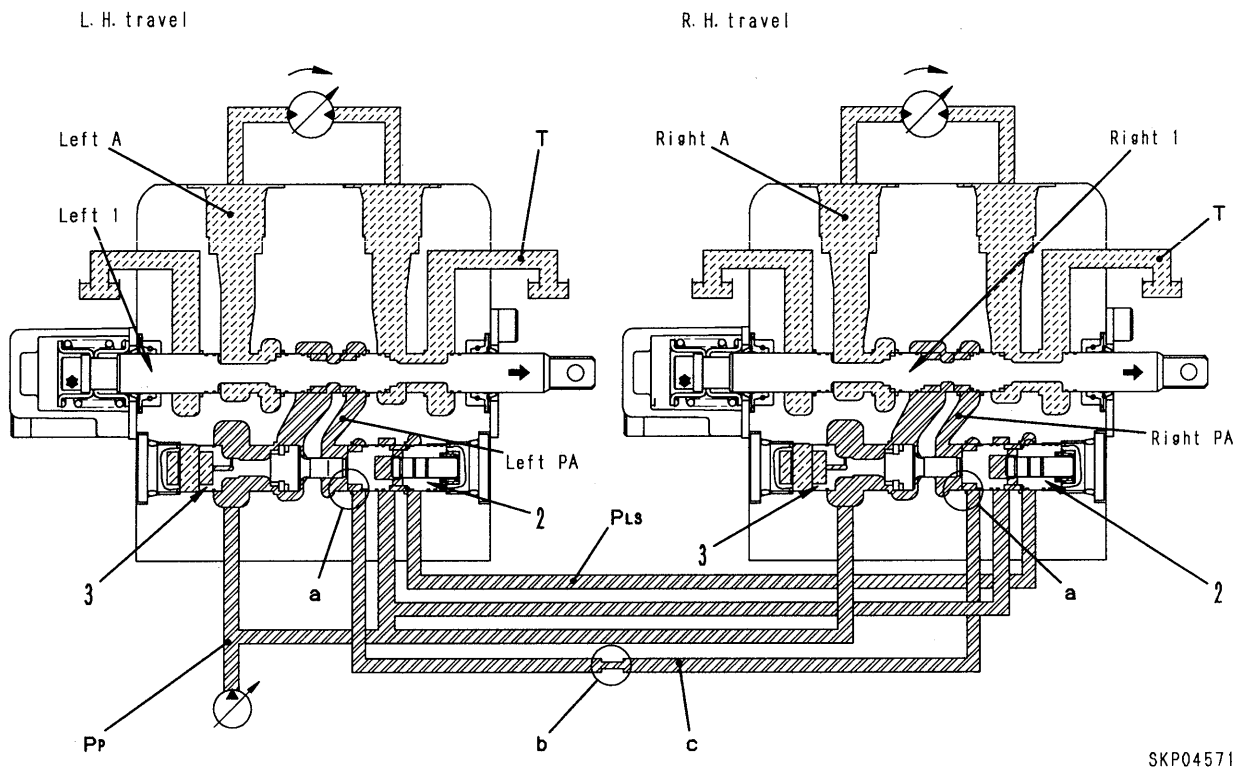
FUNCTION

- If the other actuator is relieved during compound operations, LS introduction throttle b of reducing valve (1) divides the flow and sends more oil to the side receiving compensation.

OPERATION

- If the other actuator (right side) is relieved during compound operations, each circuit pressure (PPA, PA) of the other actuator becomes the same as the pump circuit pressure (PP = relief pressure).
- In this case, spring chamber PLS2 of the other actuator becomes the same as pump circuit pressure PP because of the balance of reducing valve (1).
- PLS2 passes through LS introduction throttle b of reducing valve (1) and becomes PLS. PLS is connected to the tank circuit from LS bypass plug (4), so pressure loss is generated at LS introduction throttle b (the condition becomes $PLS < PLS2$).
- As a result, even if the other actuator is relieved, a pressure differential is created between PP and PLS, so more oil flows to actuator circuit A on this side (left side).

7) L.H., R.H. travel junction circuit



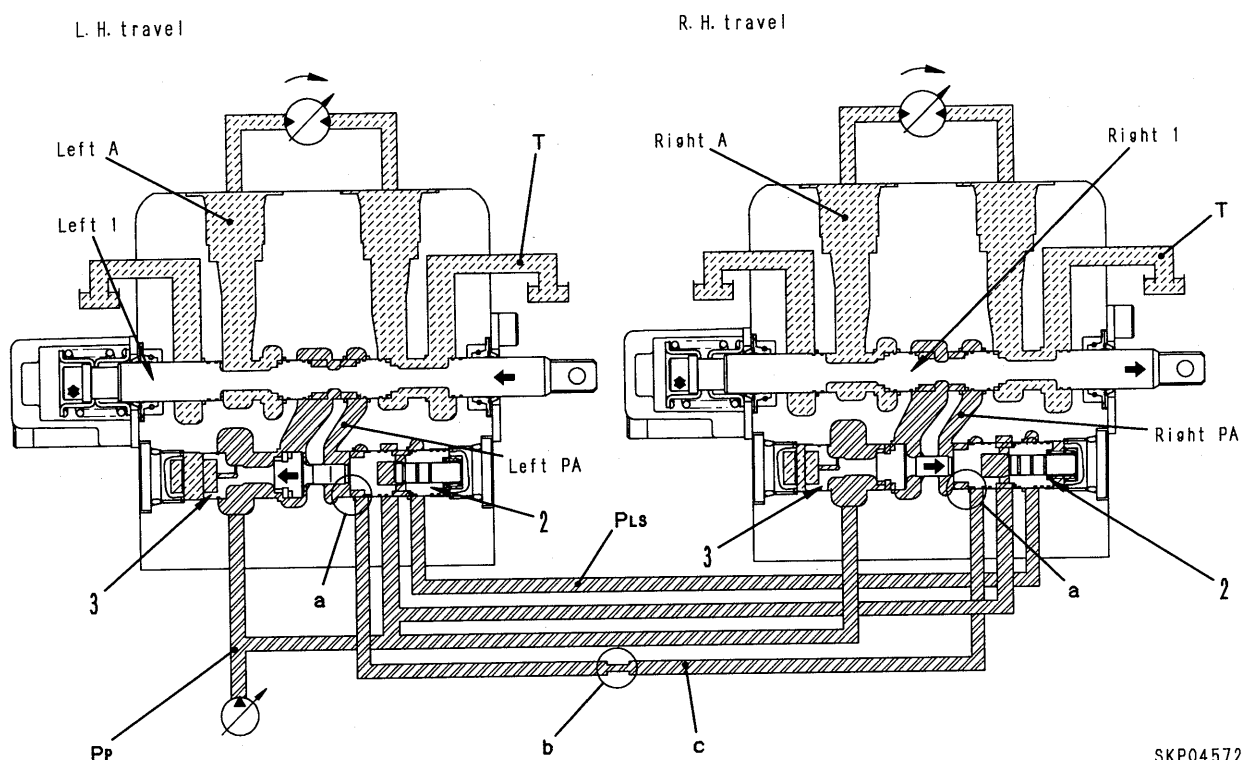
FUNCTION

- To compensate for any difference in the oil flow in the left and right travel circuits when traveling in a straight line, the junction circuit opens when the left and right travel spools are operated. In this way, the flow of oil to the left and right travel motors is almost the same when traveling in a straight line, so there is no travel deviation.
- When steering the machine, the difference in the load pressure returns the reducing valve of the travel valve on the inside of the turn and the opening of the notch in the travel junction valve spool becomes smaller, so the machine can be steered.

OPERATION

When traveling in a straight line

- When left and right travel spools (1) are operated, the pump discharge flows from pump circuit **PP** and circuits **PA** to actuator circuits **A**.
- When traveling in a straight line, to make actuator circuits **PA** equal, left and right reducing valves (2) are pushed to the right in the direction of the arrow by the same amount, and notch a and the travel junction circuit are opened.
- In this way, the left and right travel actuator circuits are interconnected by the travel junction circuit, so if any difference occurs in the flow of oil to the left and right travel motors, compensation is carried out to prevent any deviation in travel.

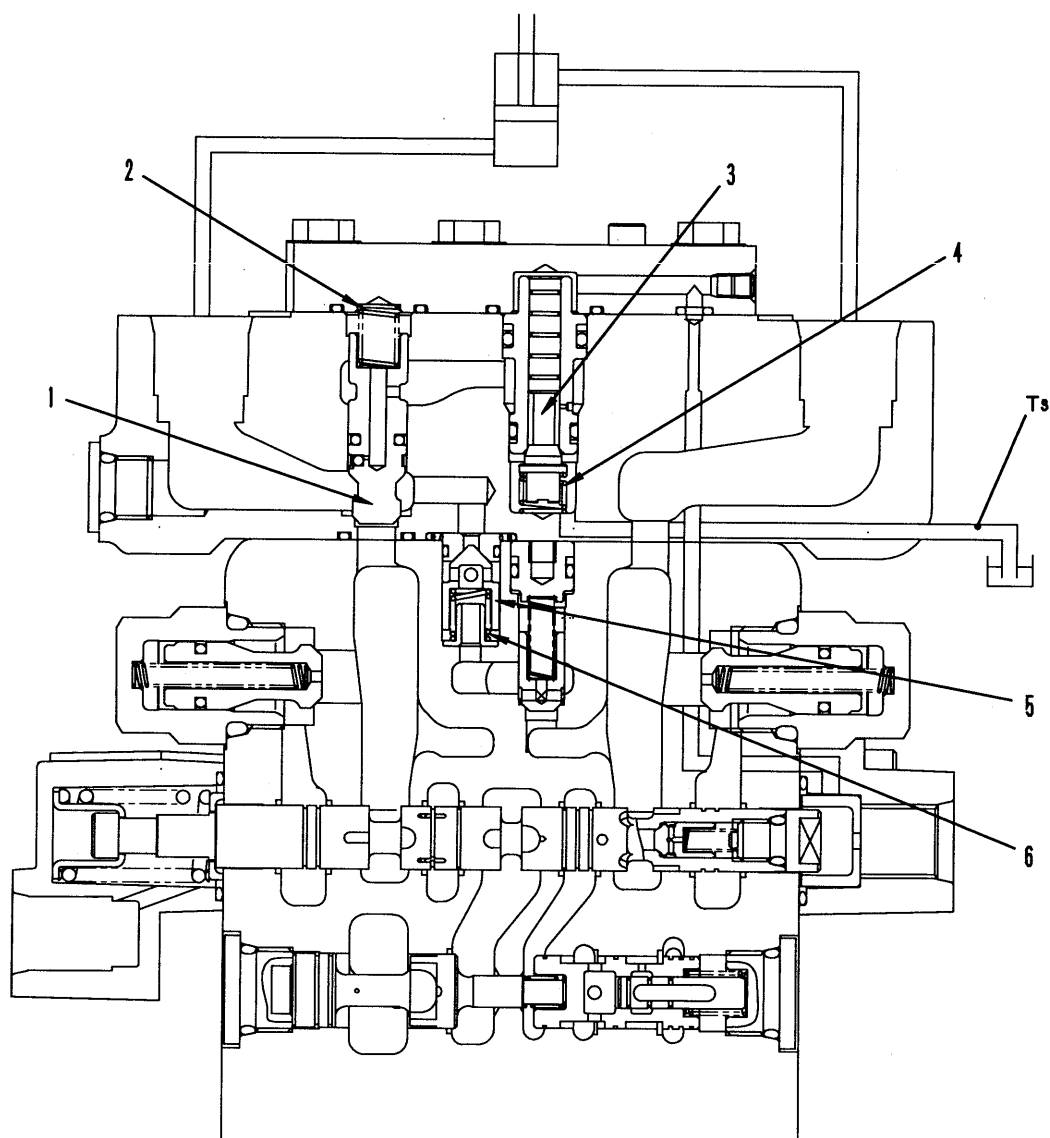


SKP04572

Steering when traveling

- When traveling in a straight line, if the left travel spool (left 1) is returned to the neutral position and the steering is operated, a difference ($\text{right A} > \text{left A}$) is generated in the load pressure of left and right travel actuator circuits PA, and LS pressure PLS becomes the same pressure as right A (the side with the high load pressure).
- As a result, flow control valve (3) on the left travel side is pushed to the left in the direction of the arrow by LS circuit PLS. Because of this, the opening of the left notch a is made smaller, so it becomes possible to operate the steering when traveling.
- Damper b is provided in the circuit to dampen any excessive characteristics in the opening or closing of the travel junction circuit if the spool is operated suddenly.

8) Boom holding valve



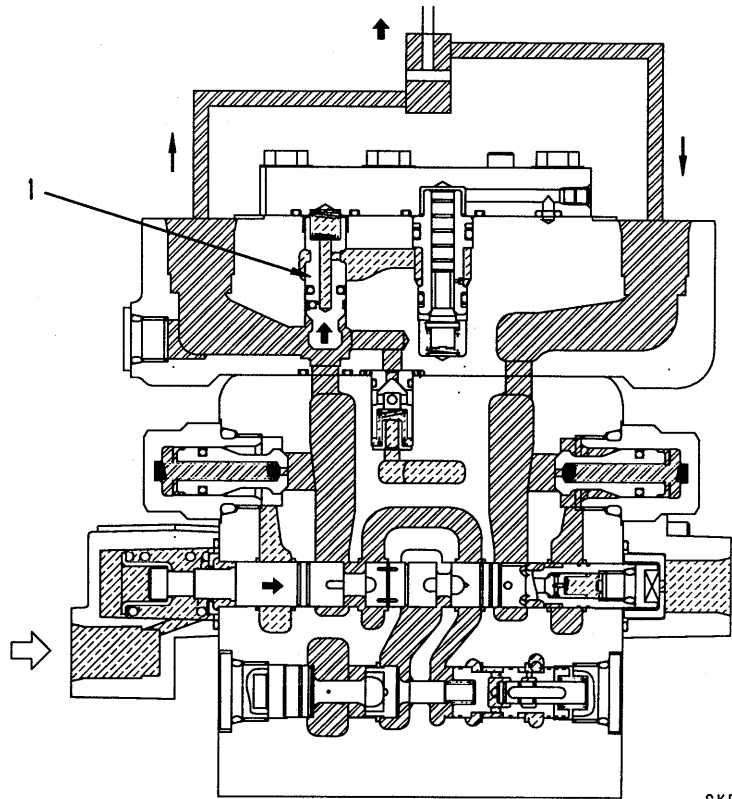
SKP02883

- 1. Poppet
- 2. Poppet spring
- 3. Pilot spool
- 4. Pilot spring
- 5. Check valve
- 6. Check valve spring

BOOM HOLDING VALVE**1) At boom RAISE**

When the control lever is operated to boom RAISE, the main pressure from the control valve pushes up poppet (1) in the direction of the arrow.

Because of this, the main pressure oil from the control valve passes through the valve and flows to the bottom end of the boom cylinder.

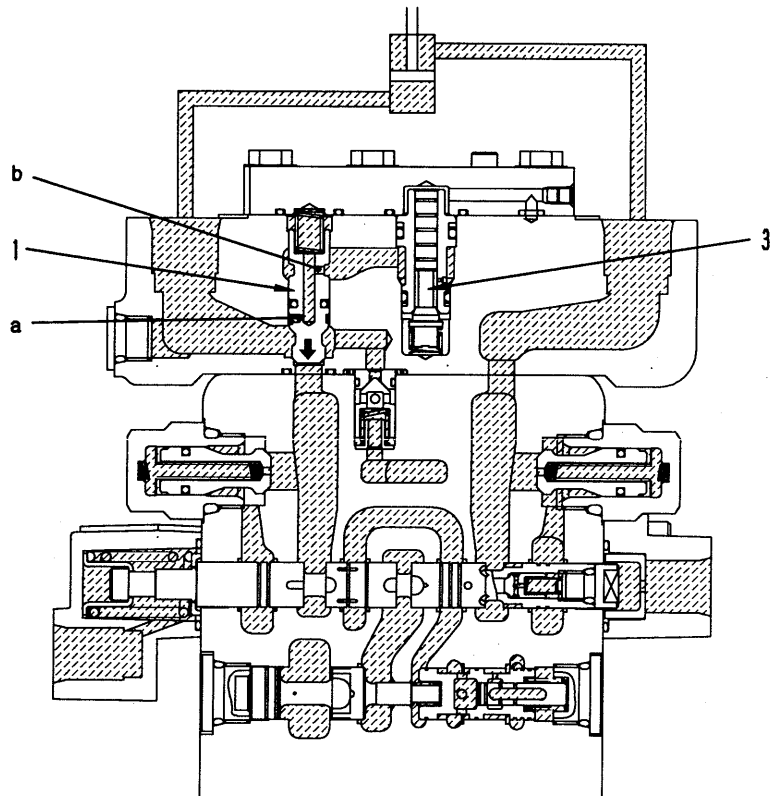


SKP02884

2) Boom lever at HOLD

When the boom is raised and the control lever is returned to HOLD, the circuit for the holding pressure at the bottom end of the boom cylinder is closed by poppet (1). At the same time, the circuit for the oil flowing into poppet (1) through orifices **a** and **b** of poppet (1) is closed by pilot spool (3).

As a result, the boom is held in position.



SKP02885

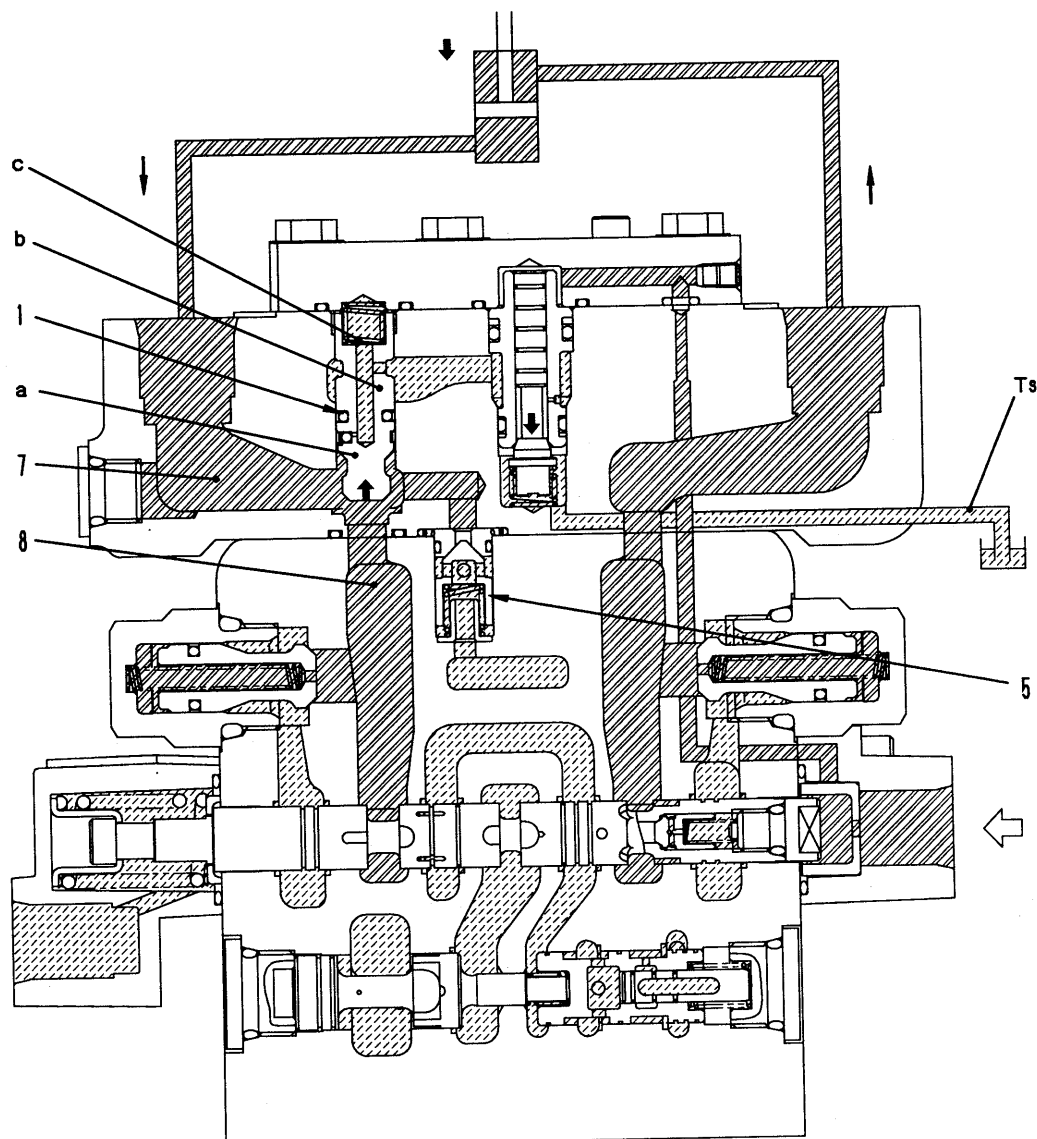
3) Boom LOWER

When the control lever is operated to boom LOWER, the pilot pressure pushes pilot spool and the pressurized oil in chamber C inside the poppet is drained.

When the pressure at cylinder bottom rises because of the pressurized oil from the bottom end of the boom cylinder, the pressure of the pressurized oil in chamber C is lowered because of orifices a and b.

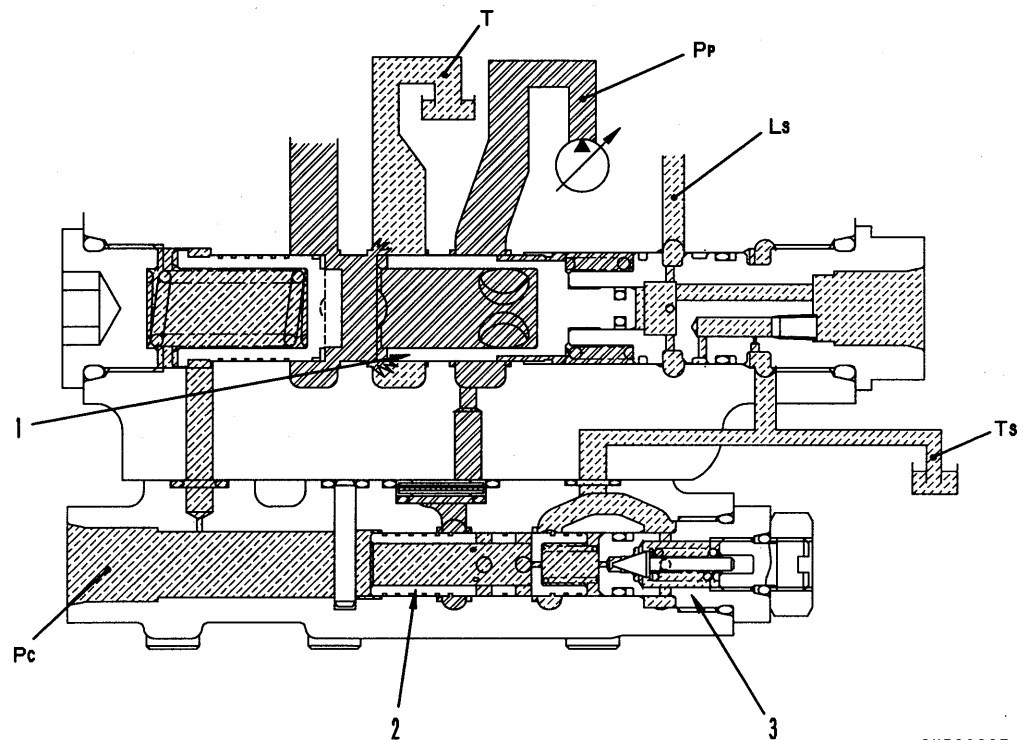
If the pressure in chamber C drops below the pressure at port (8), poppet (1) opens, the pressurized oil flows from port (7) to port (8), and then flows to the control valve.

If any abnormal pressure is generated in the circuit at the bottom end of the boom cylinder, the safety valve is actuated through check valve (5).



SKP02886

9) Self-pressure reducing valve



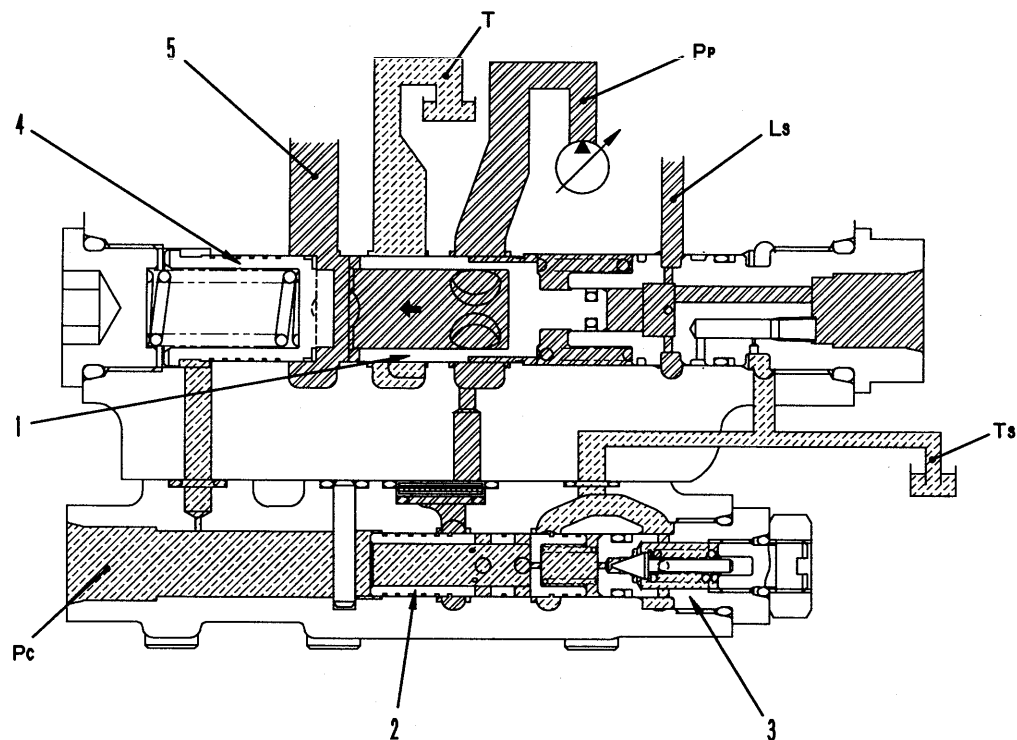
SKP02887

FUNCTION

- This reduces pump discharge pressure **PP** and supplies the pilot basic pressure (2.9 MPa {30 kg/cm²}) to the **PPC** valve.
- When the actuator circuit pressure is low, the self-pressure sequence valve closes and raises the pump discharge pressure **PP** to ensure the pilot basic pressure.

OPERATION**Control valve at HOLD**

- Unload spool (1) moves and the pump discharge pressure **PP** is set to 2.9 MPa {30 kg/cm²}.
(For details, see the section on the unload valve.)
- Pump discharge pressure **PP** is reduced to 2.9 MPa {30 kg/cm²} by self-pressure reducing spool (2) and self-pressure reducing pilot relief valve (3). The basic pressure is supplied from port **PC** to the **PPC** valve.

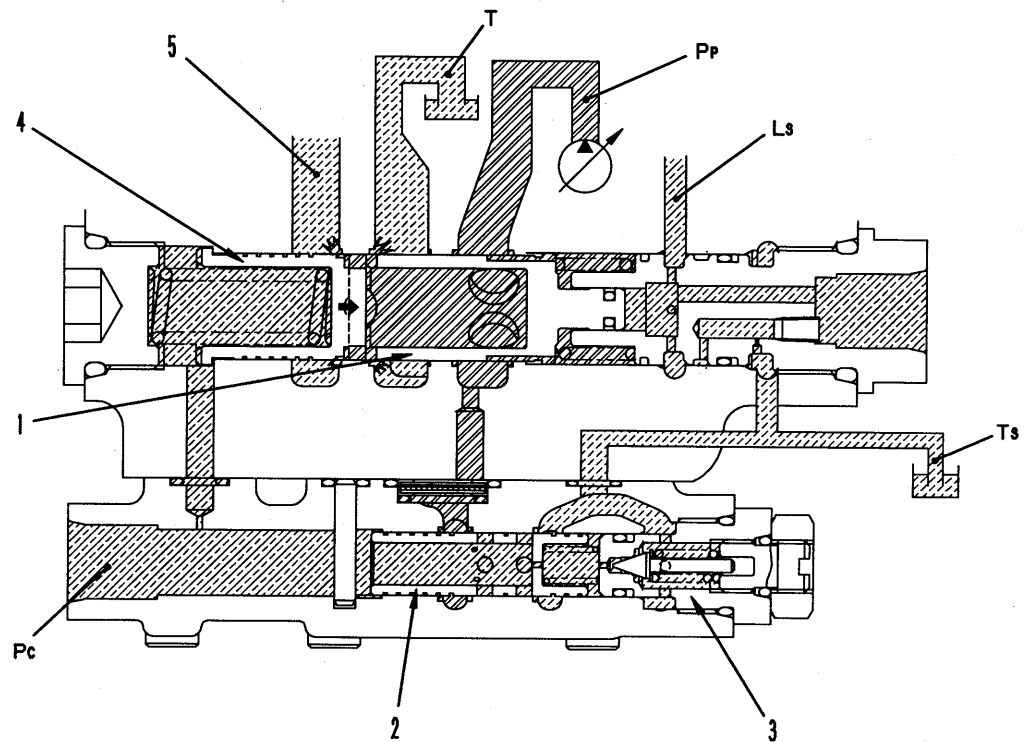


SKP02888

OPERATION

When control valve is operated

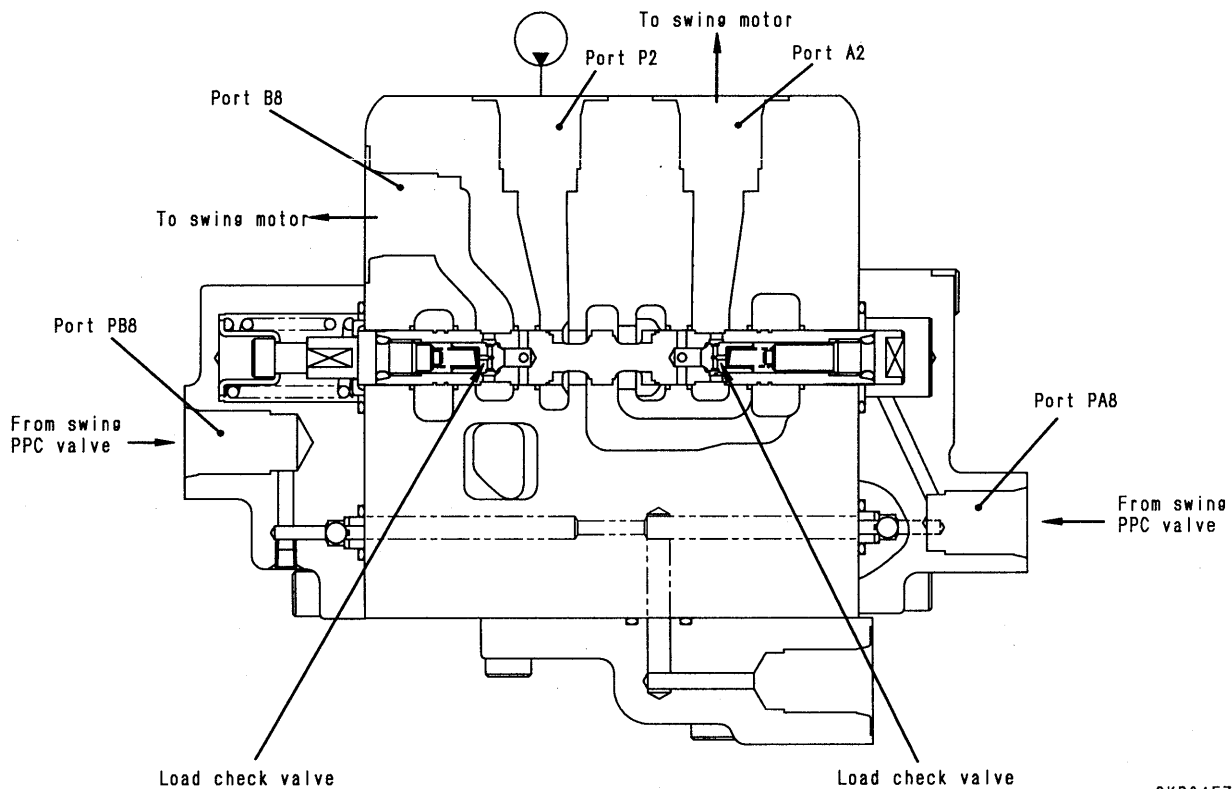
- Unload spool (1) moves to the left in the direction of the arrow, and pump discharge pressure **PP** becomes higher than the pressure of actuator circuit (5) by the amount of the **LS** differential pressure.
(For details, see the section on the unload valve.)
- If pump discharge pressure **PP** goes above 2.9 MPa {30 kg/cm²}, pump discharge pressure **PP** is reduced to 2.9 MPa {30 kg/cm²} by self-pressure reducing spool (2) and self-pressure reducing pilot relief valve (3). The basic pressure is supplied from port **PC** to the **PPC** valve.
- When this happens, self-pressure reducing sequence valve (4) remains open.



- When pump discharge pressure **PP** is less than 2.9 MPa {30 kg/cm²}, self-pressure reducing sequence valve (4) moves to the right in the direction of the arrow, so the size of the opening between **PP** and actuator circuit (5) becomes smaller.

As a result, a difference in pressure is generated by **PP** and actuator circuit (5), **PP** is raised to above 2.9 MPa {30 kg/cm²}, and pump discharge pressure **PP** is reduced to 2.9 MPa {30 kg/cm²} by self-pressure reducing spool (2) and self-pressure reducing pilot relief valve (3). The basic pressure is supplied from port **PC** to the PPC valve.

10) Swing valve

**FUNCTION**

The swing section is the open center valve of the fixed pump.

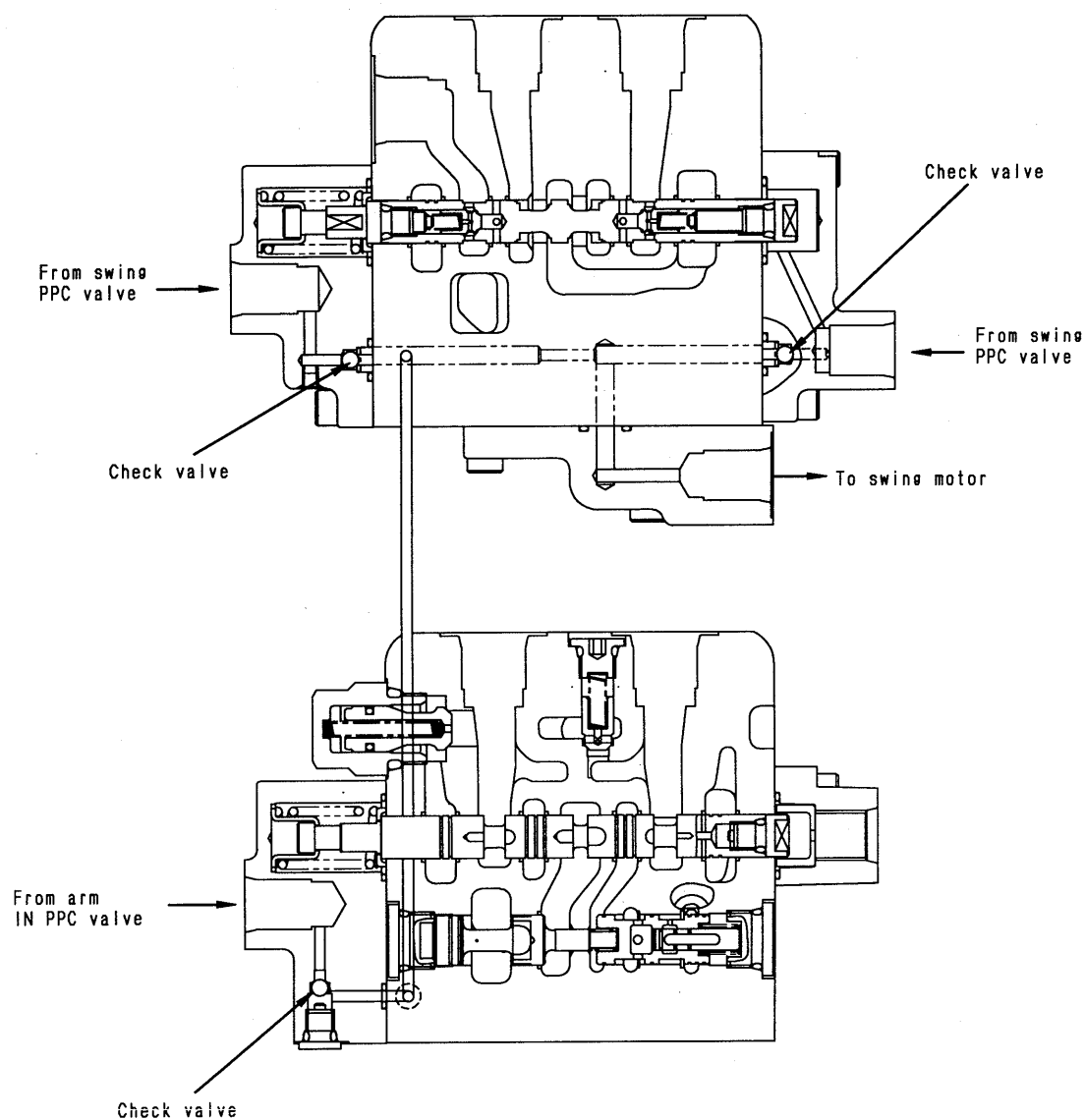
OPERATION

- When the pressure at port **PB8** is increased from the PPC valve, the spool moves to the right and oil flows to port **B8**.
- When the pressure at port **PA8** is increased from the PPC valve, the spool moves to the left and oil flows to port **A8**.
- There is one port **A** and **B** each inside the spools of the load check valves.

11) Swing holding brake cancel system

FUNCTION

This takes the swing PPC pressure and arm IN PPC pressure as a signal and releases the swing motor shaft brake.

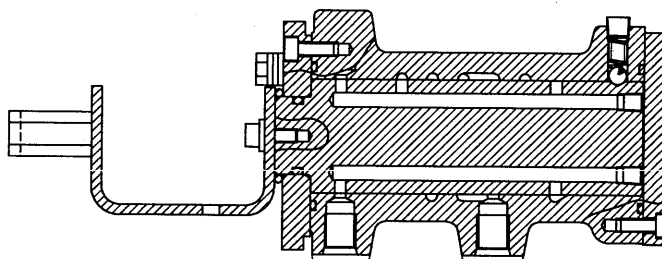
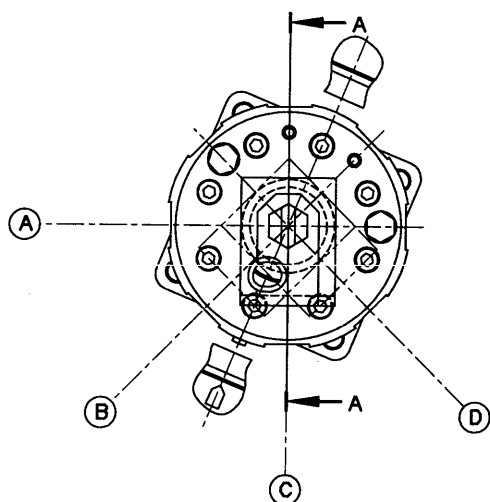


SKP04574

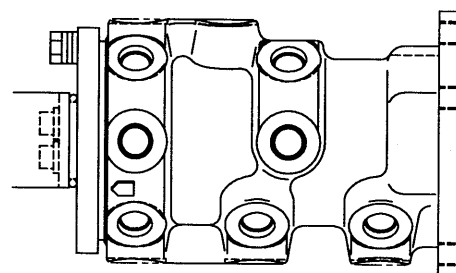
OPERATION

- The left and right swing PPC pressure and arm IN PPC pressure are each output to port **Br** through the check valve inside the spring case. (The highest pressure is output to port **Br**.)
- The arm and swing are connected by a pilot passage inside the control valve.

MULTI-CONTROL VALVE



A - A



- A. Kobelco pattern
B. Mitsubishi pattern
C. Komatsu pattern
D. JIS pattern

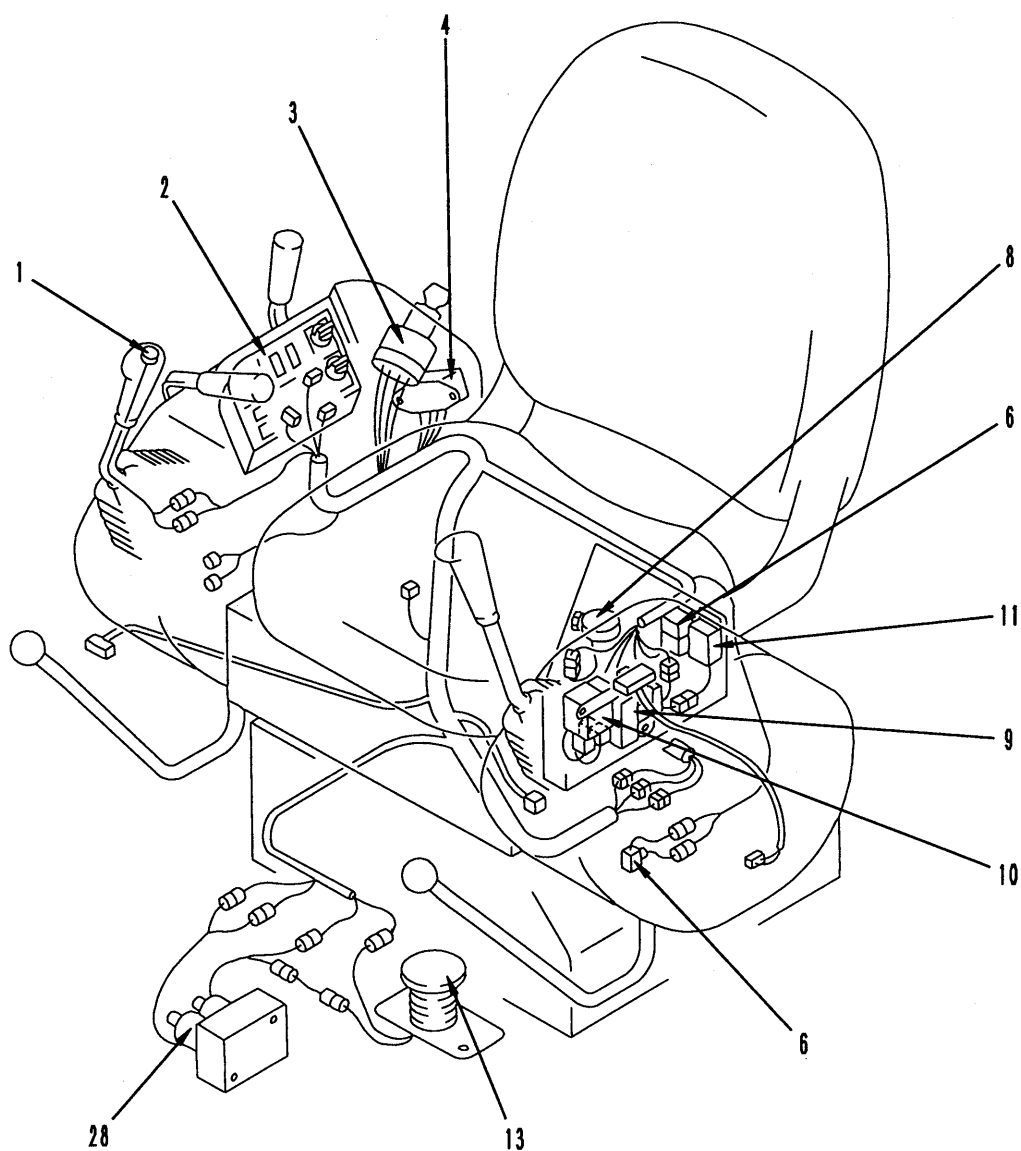
SKP02892

Pattern selection table (port names correspond to symbols in diagram)

JIS pattern	Mitsubishi pattern			
	Right swing	Left swing	Arm IN	Arm OUT
	H	G	F	E
	Bucket DUMP	D	Bucket CURL	C
	Boom RAISE	B	Boom LOWER	A
	I PPC left valve, front	J PPC left valve, rear	L PPC left valve, right	K PPC left valve, left
	P PPC right valve, right	O PPC right valve, left	N PPC right valve, rear	M PPC right valve, front
Komatsu pattern	Kobelco pattern			
	Right swing	Left swing	Arm IN	Arm OUT
	H	G	F	E
	Bucket DUMP	D	Bucket CURL	C
	Boom RAISE	B	Boom LOWER	A
	I PPC left valve, front	J PPC left valve, rear	L PPC left valve, right	K PPC left valve, left
	P PPC right valve, right	O PPC right valve, left	N PPC right valve, rear	M PPC right valve, front

SKP04594

ELECTRICAL WIRING DIAGRAM

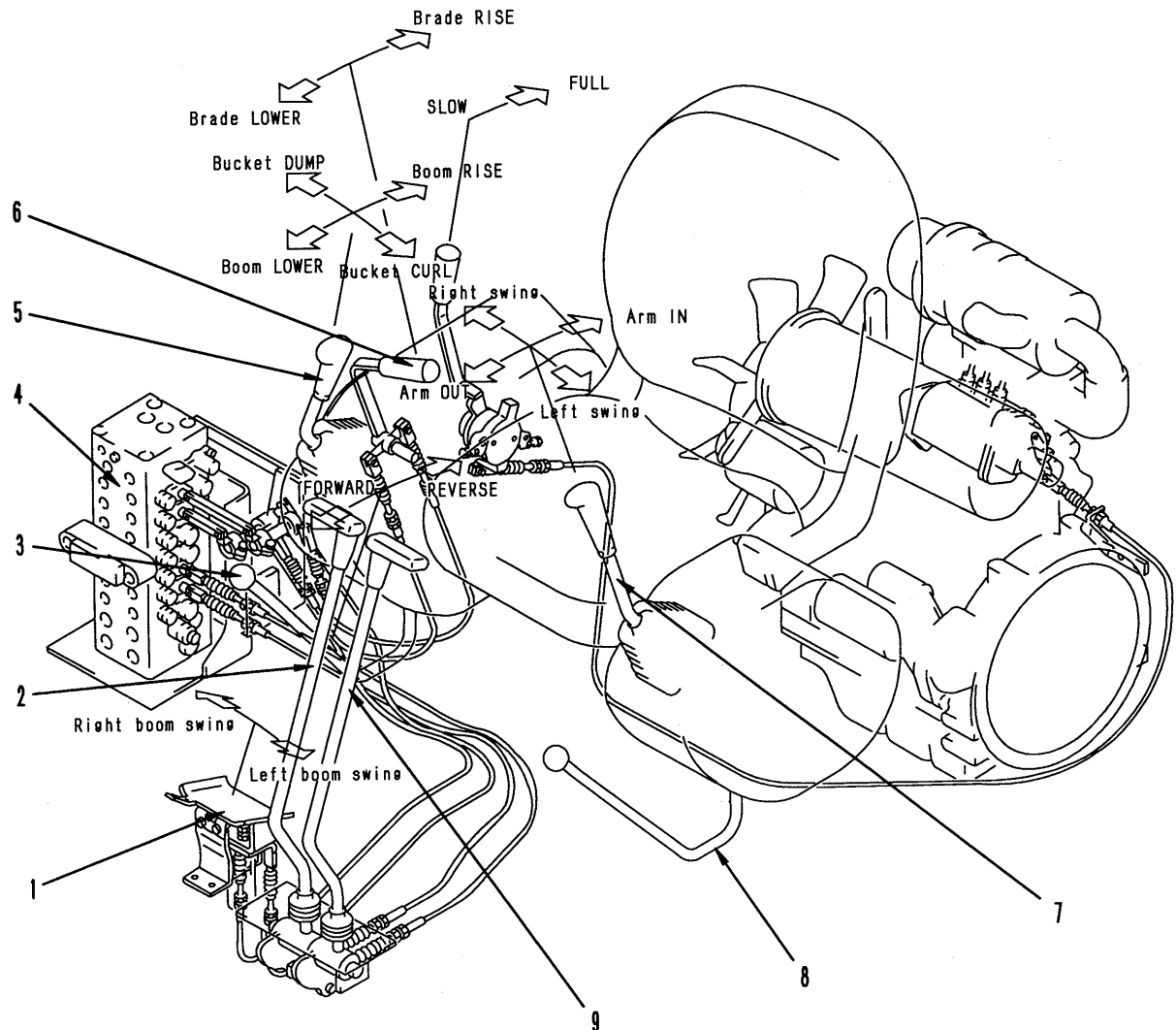


SLP02894

- 1. Horn switch
- 2. Monitor panel
- 3. Starting switch
- 4. Fuse box
- 5. Alarm buzzer
- 6. PPC lock relay

- 7. Engine stop timer
- 8. Safety relay
- 9. Engine stop motor relay
- 10. PPC lock switch
- 11. Travel boost pedal
- 12. PPC lock solenoid valve

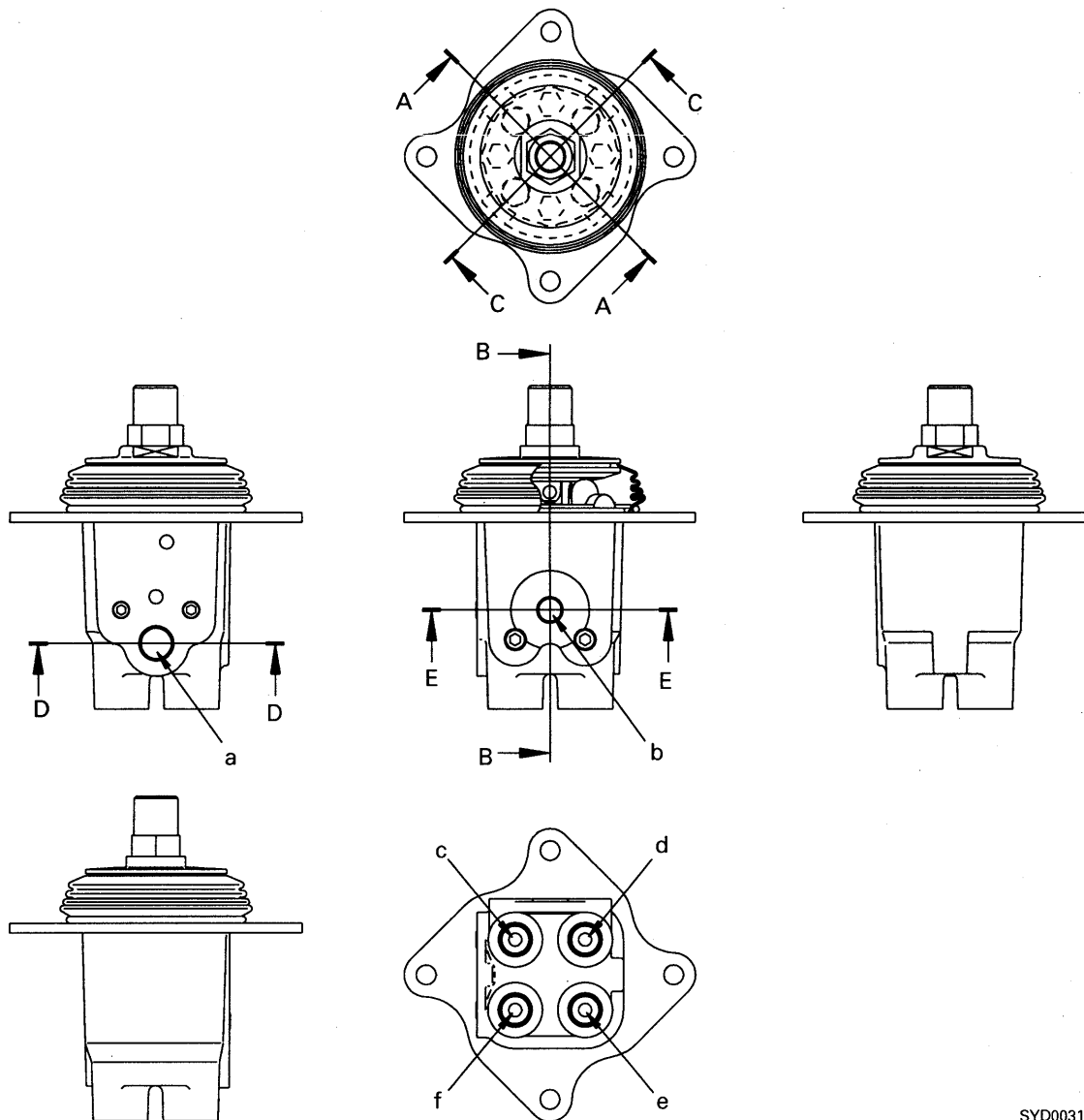
VALVE CONTROL



SLP04575

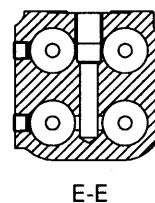
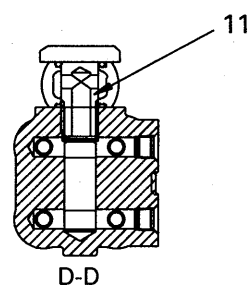
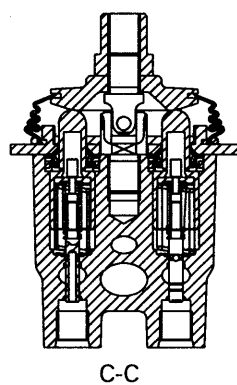
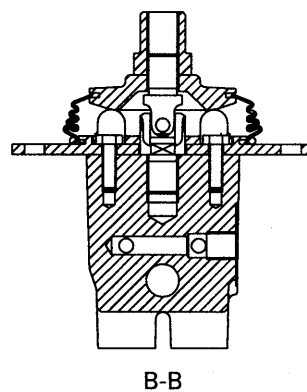
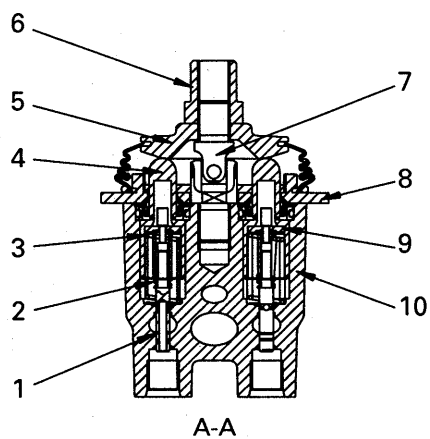
1. Boom swing pedal
2. R.H. travel lever
3. R.H. work equipment lock lever
4. 9-spool control valve
5. R.H. PPC valve
6. Blade control lever
7. L.H. work equipment lever (for arm, swing)
8. L.H. work equipment lock lever
9. L.H. travel lever

WORK EQUIPMENT, SWING PPC VALVE



SYD00313

- a. Port **P** (from main valve PPPC port)
- b. Port **T** (to tank)
- c. Port **P2** (L.H.: Arm IN / R.H.: Boom RAISE)
- d. Port **P4** (L.H.: Left swing / R.H.: Bucket DUMP)
- e. Port **P1** (L.H.: Arm OUT / R.H.: Boom LOWER)
- f. Port **P3** (L.H.: Right swing / R.H.: Bucket CURL)



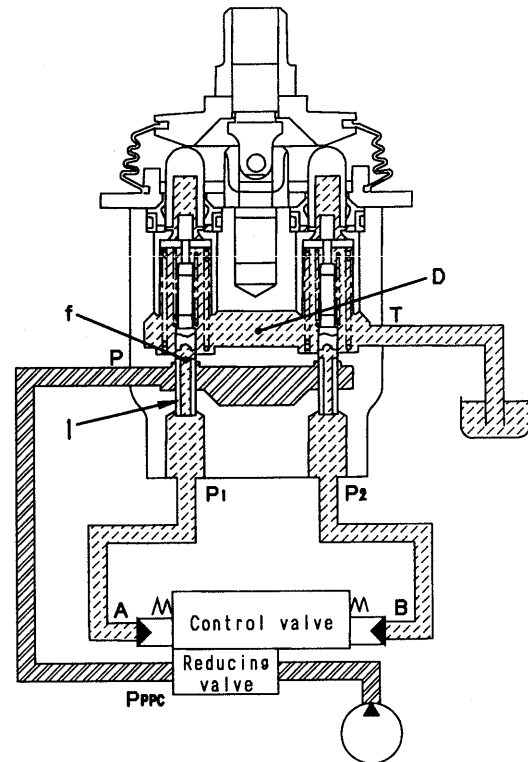
SYD00314

1. Spool
2. Metering spring
3. Centering spring
4. Piston
5. Disc
6. Nut (for connecting lever)
7. Joint
8. Plate
9. Retainer
10. Body
11. Filter

OPERATION

1) At neutral

Ports **A** and **B** of the control valve and ports **P1** and **P2** of the PPC valve are connected to drain chamber **D** through fine control hole **f** in spool (1). (Fig. 1)



(Fig 1)

SLP04576

2) Fine control (neutral → fine control)

When piston (4) starts to be pushed by disc (5), retainer (9) is pushed. Spool (1) is also pushed by metering spring (2) and moves down.

When this happens, fine control hole **f** is shut off from drain chamber **D**. At almost the same time, it is connected to pump pressure chamber **PP**, and the pilot pressure from the main valve port **PPPC** is sent from port **1** through fine control hole **f** to port **PA**.

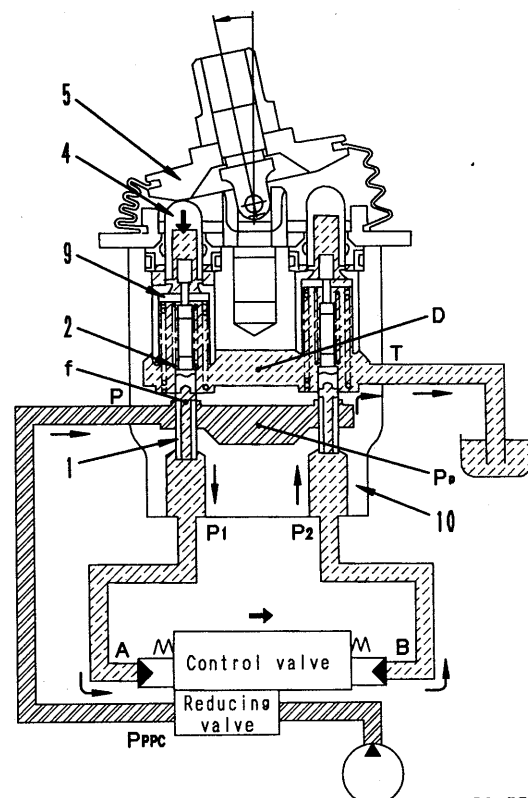
When the pressure at port **P1** rises, spool (1) is pushed back. Fine control hole **f** is shut off from pump pressure chamber **PP**. At almost the same time, it is connected to drain chamber **D**, so the pressure at port **P1** escapes.

As a result, spool (1) moves up and down until the force of metering spool (2) is balanced with the pressure of port **P1**.

The relationship of the positions of spool (1) and body (10) (fine control hole **f** is in the middle between drain hole **D** and pump pressure chamber **PP**) does not change until retainer (9) contacts spool (1).

Therefore, metering spring (2) is compressed in proportion to the travel of the control lever, so the pressure at port **P1** also rises in proportion to the travel of the control lever.

In this way, the spool of the control valve moves to a position where the pressure of chamber **A** (the same as the pressure at port **P1**) and the force of the return spring of the control valve spool are balanced. (Fig. 2)



(Fig 2)

SLP04577

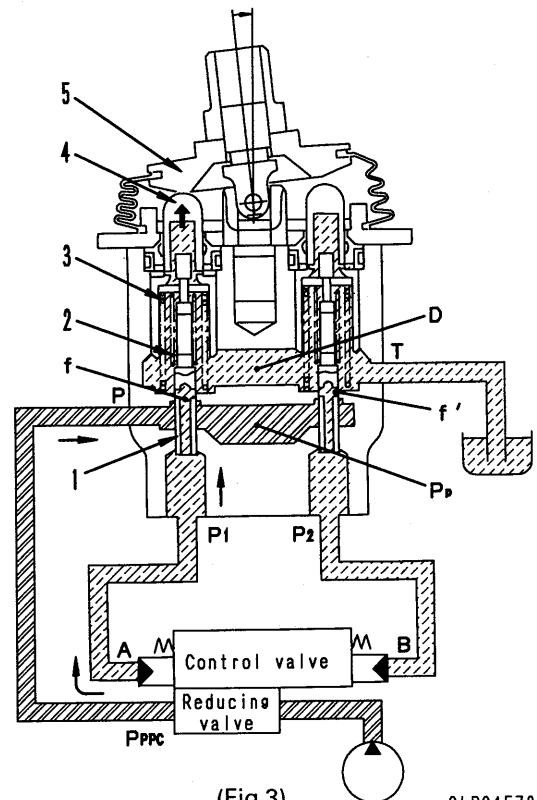
3) Fine control (control lever returned)

When disc (5) starts to be returned, spool (1) is pushed up by the force of centering spring (3) and the pressure at port **P1**.

Because of this, fine control hole **f** is connected to drain chamber **D**, and the pressurized oil at port **P1** is released.

If the pressure at port **P1** drops too much, spool (1) is pushed down by metering spring (2), so fine control hole **f** is shut off from drain chamber **D**. At almost the same time, it is connected to pump pressure chamber **PP**, so the pressure at port **P1** supplies the pump pressure until the pressure recovers to a pressure equivalent to the position of the lever.

When the control valve returns, oil in drain chamber **D** flows in from fine control hole **f'** of the valve on the side that is not moving. It passes through port **P2** and goes to chamber **B** to charge it with oil. (Fig. 3)



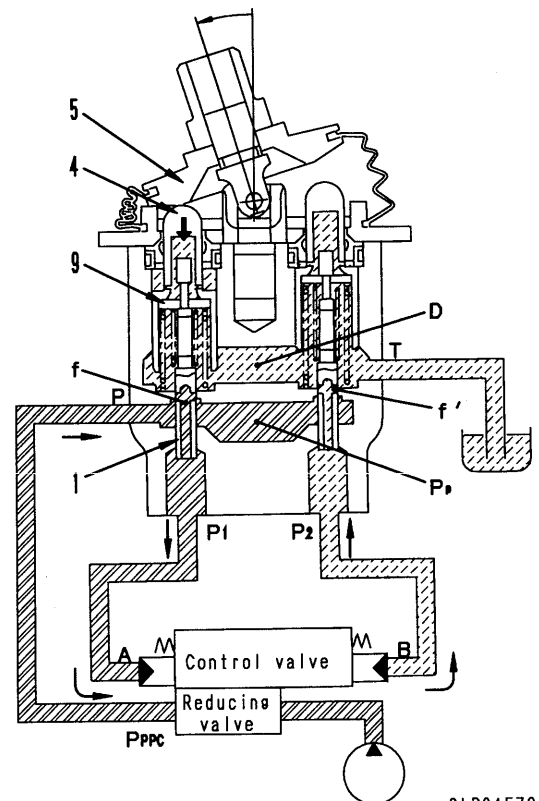
(Fig 3)

SLP04578

4) At full stroke

Disc (5) pushes down piston (4), and retainer (9) pushes down spool (1). Fine control hole **f** is shut off from drain chamber **D**, and is connected to pump pressure chamber **PP**. Therefore, the pilot pressure oil from the main valve port **PPPC** passes through fine control hole **f** and flows from port **P1** to chamber **A** to push the control valve spool.

The return oil from chamber **B** passes from port **P2** through fine control hole **f'** and flows to drain chamber **D**. (Fig. 4)

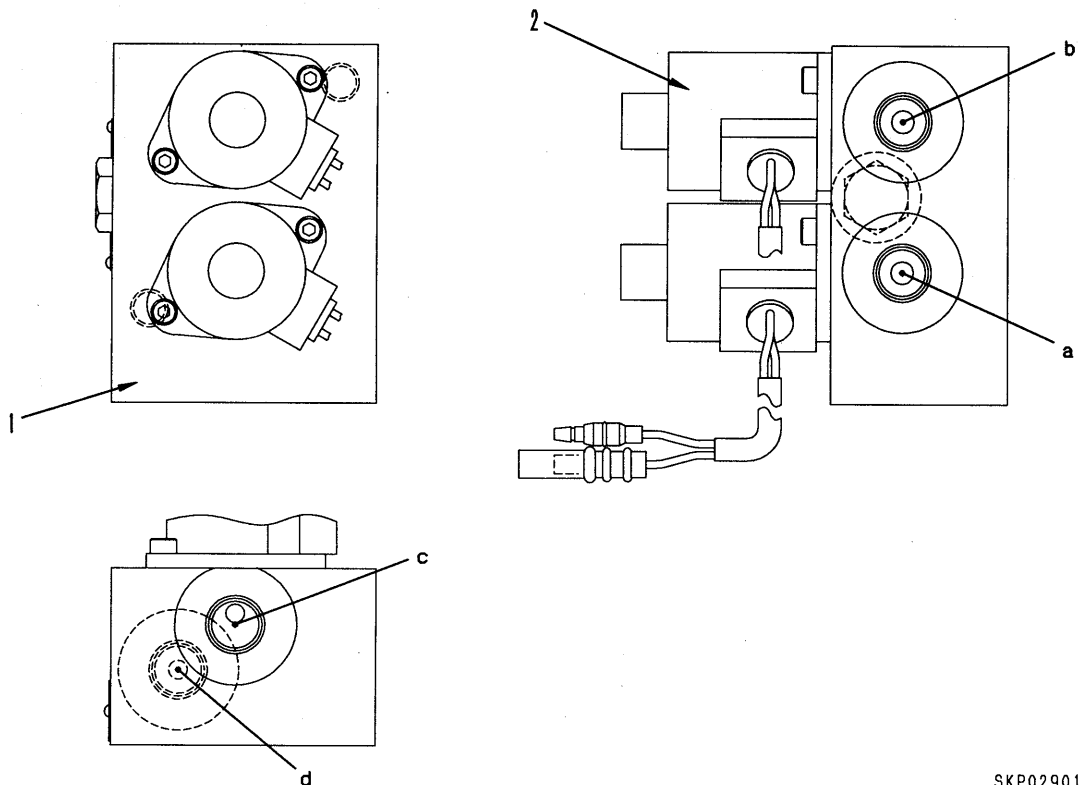


(Fig 4)

SLP04579

SOLENOID VALVE

FOR TRAVEL 2-SPEED SELECTOR, PPC LOCK



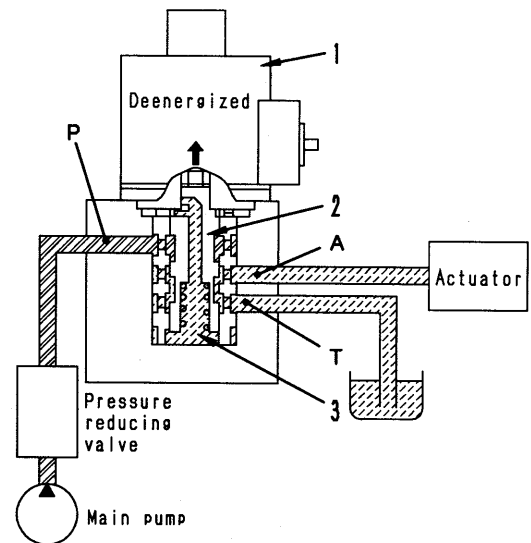
SKP02901

- 1. Valve body
- 2. Solenoid

- a. Port **A** (to PPC valve)
- b. Port **B** (to travel 2-speed selector valve)
- c. Port **P** (from pump)
- d. Port **T** (to hydraulic tank)

OPERATION**When solenoid is deenergized**

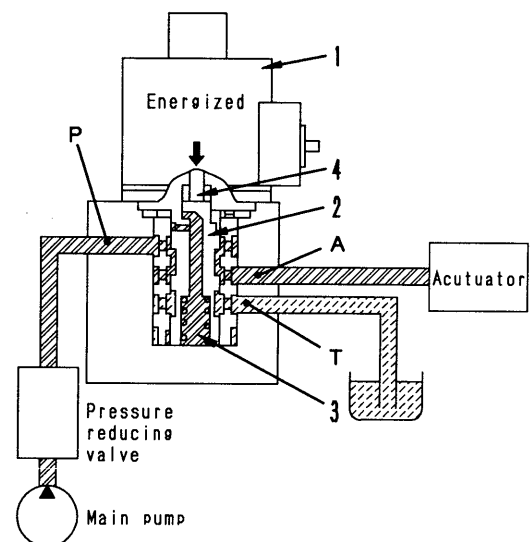
- The signal current from the PPC pressure lock switch or the travel 2-speed selector valve does not flow from the controller, so solenoid (1) is deenergized.
- For this reason, spool (2) is pushed to the right in the direction of the arrow by spring (3).
- As a result, port **P** closes and the pilot pressure oil does not flow to the actuator. At the same time, the oil from the actuator flows from port **A** to port **T**, and is then drained to the tank.



SKP04580

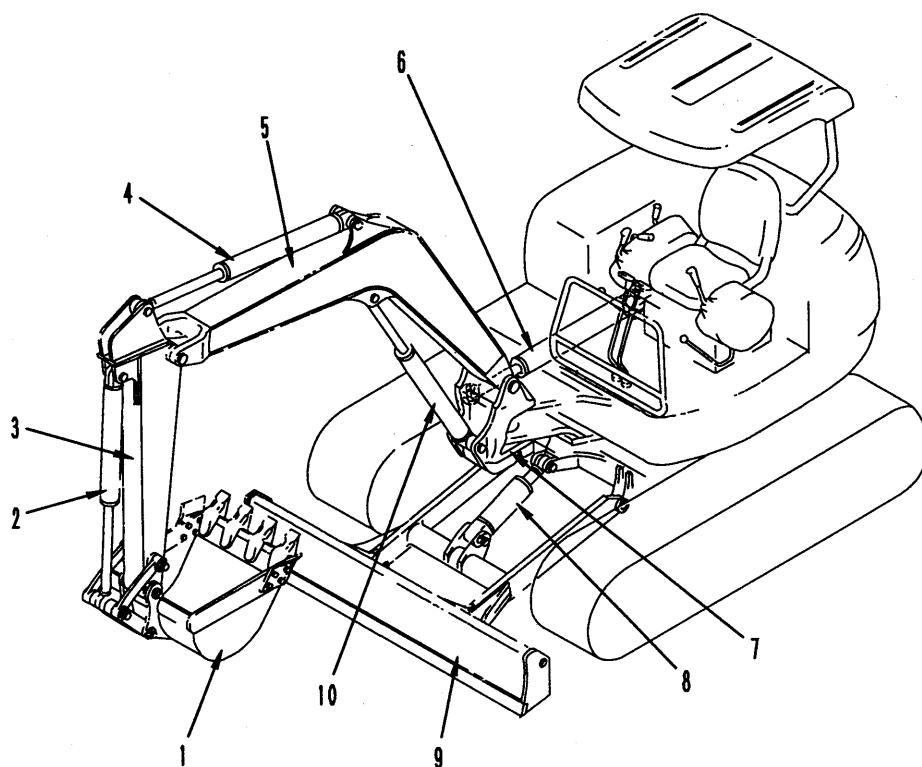
When solenoid is energized

- When the signal current flows from the PPC pressure lock switch or the travel 2-speed selector valve to solenoid (1), solenoid (1) is energized.
- For this reason, spool (2) is pushed down in the direction of the arrow by push pin (4).
- As a result, the pilot pressure oil flows from port **P** through the inside of spool (2) to port **A**, and then flows to the actuator. At the same time, port **T** is closed, and this stops the oil from flowing to the tank.



SKP04581

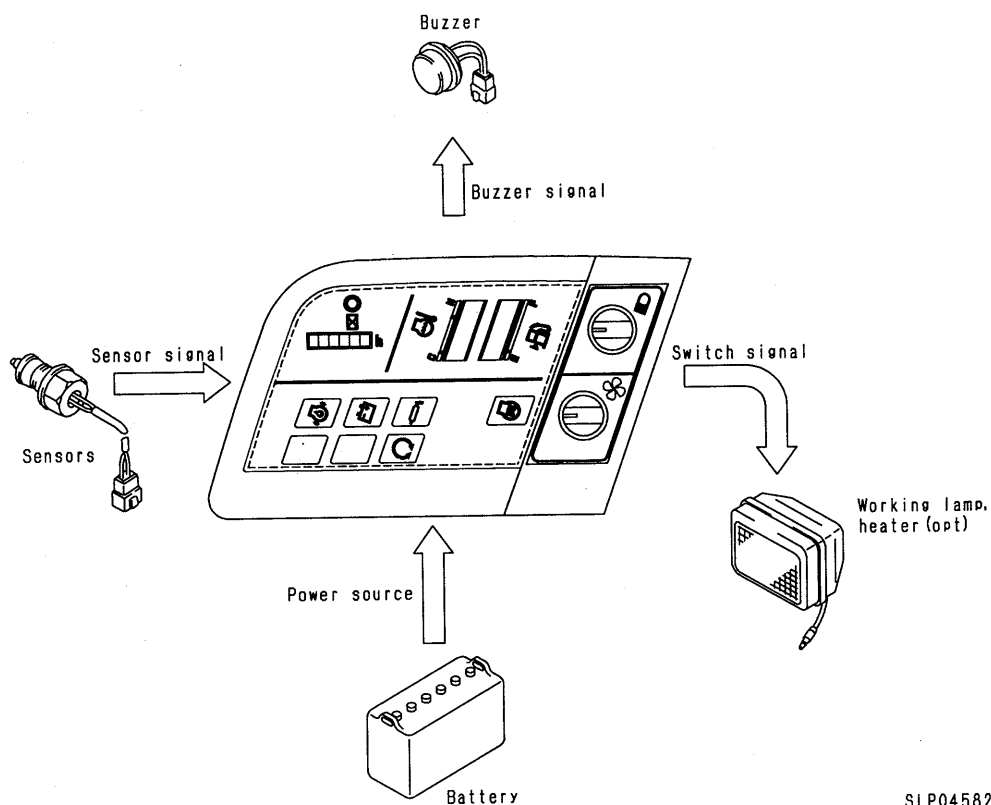
WORK EQUIPMENT



SLP02904

1. Bucket
2. Bucket cylinder
3. Arm
4. Arm cylinder
5. Boom
6. Boom swing cylinder
7. Boom swing bracket
8. Blade cylinder
9. Blade
10. Boom cylinder

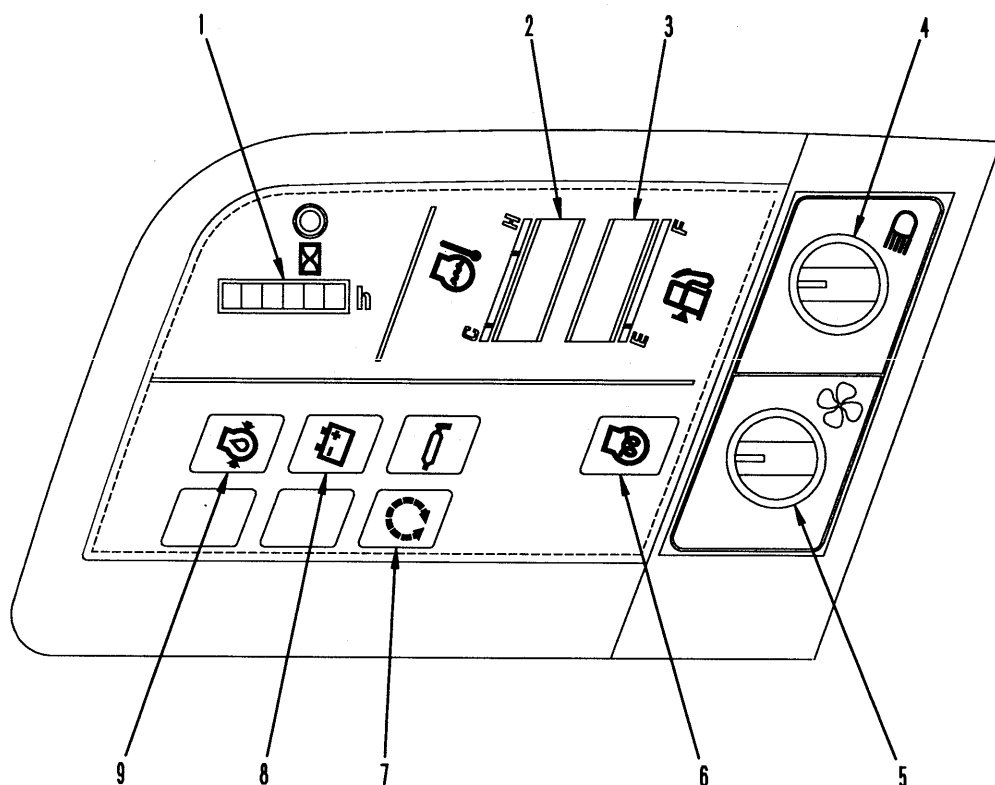
MACHINE MONITOR SYSTEM



SLP04582





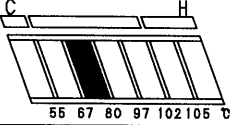




FUNCTION

- The machine monitor system uses the network circuits between the controllers and sensors installed to all parts of the machine to observe the condition of the machine. It processes this information swiftly, and displays it on a panel to inform the operator of the condition of the machine.
The content of the information displayed on the machine can broadly be divided as follows.
 1. Monitor portion
This gives an alarm if any abnormality occurs in the machine.
 2. Gauge portion
This always displays the coolant temperature and fuel level.
- In addition, the monitor panel has switches for various electrical components.



SKP02906

- | | | |
|------------------------|---|------------------------|
| 1. Service meter | 4. Light switch | 6. Preheating |
| 2. Coolant temperature | 5. Heater switch
(for cab specification machine) | 7. Deceleration (opt) |
| 3. Fuel gauge | | 8. Charge level |
| | | 9. Engine oil pressure |

Display category	Symbol	Display item	Display range	Display method
Caution	 SAP00523	Deceleration (opt)		
	 SAP00520	Engine oil pressure	Below 0.05 MPa {0.5 kg/cm ² }	Displays when starting switch is turned ON Display is OFF when normal, and ON when abnormal (If an abnormality occurs when the engine is running, the buzzer sounds.)
	 SAP00523	Charge level	When charging is defective	
Gauges	 SAP00527	Coolant temperature	 55 67 80 97 102 105 °C SKP02907	One segment lights up to show temperature (When temperature reaches top level (above 105°C), segment flashes and buzzer sounds.)
	 SAP00528	Fuel level	 E F SKP02908	All segments light up below fuel level (When fuel reaches bottom level (empty), segment flashes)
Pilot	 SAP00526	Preheating	During preheating	Lights up (18 seconds) when starting switch is at HEAT, and then goes out to show that the preheating is completed.
Service meter	 SKP02909	Service meter	Counts time when engine is running	0 - 99999.9 h

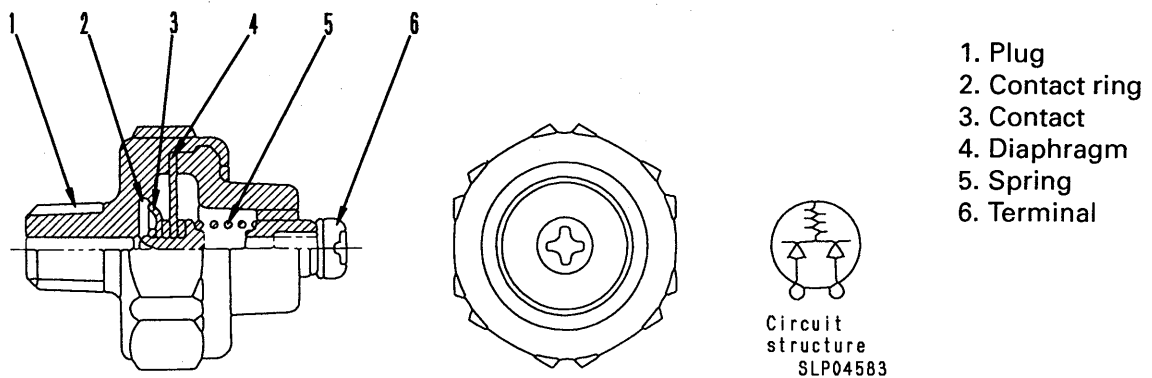
2. SENSOR

- The signals from the sensor are input directly to the panel.

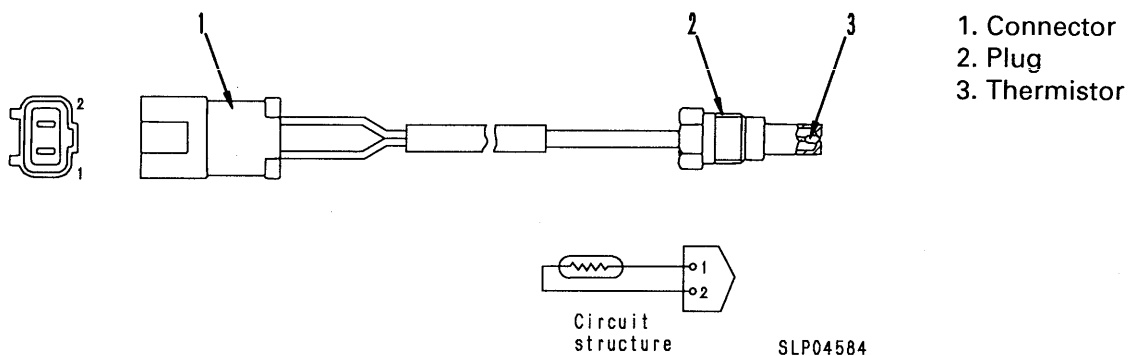
One end of the contact type sensors is always connected to the chassis ground.

Display category	Function of sensor	Type of sensor	When normal	When abnormal
Caution	Engine oil pressure	Contact	OFF (open)	ON (closed)
Gauge	Coolant temperature	Resistance	—	—
Fuel level	Fuel level	Resistance	—	—

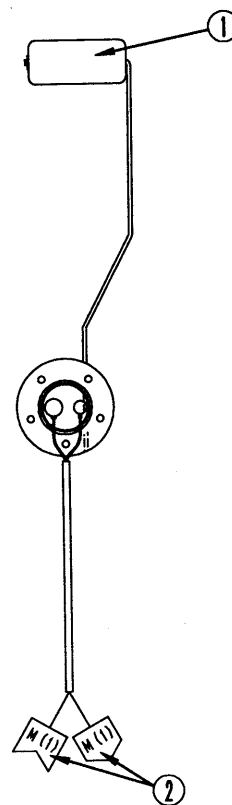
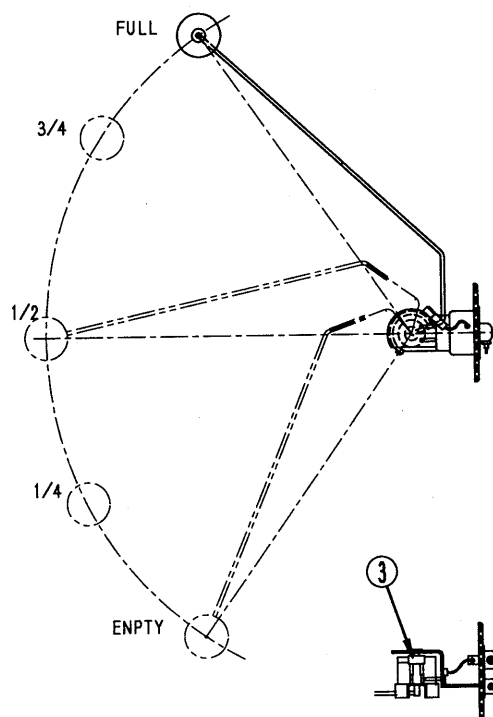
1) Engine oil pressure sensor



2) Coolant temperature sensor



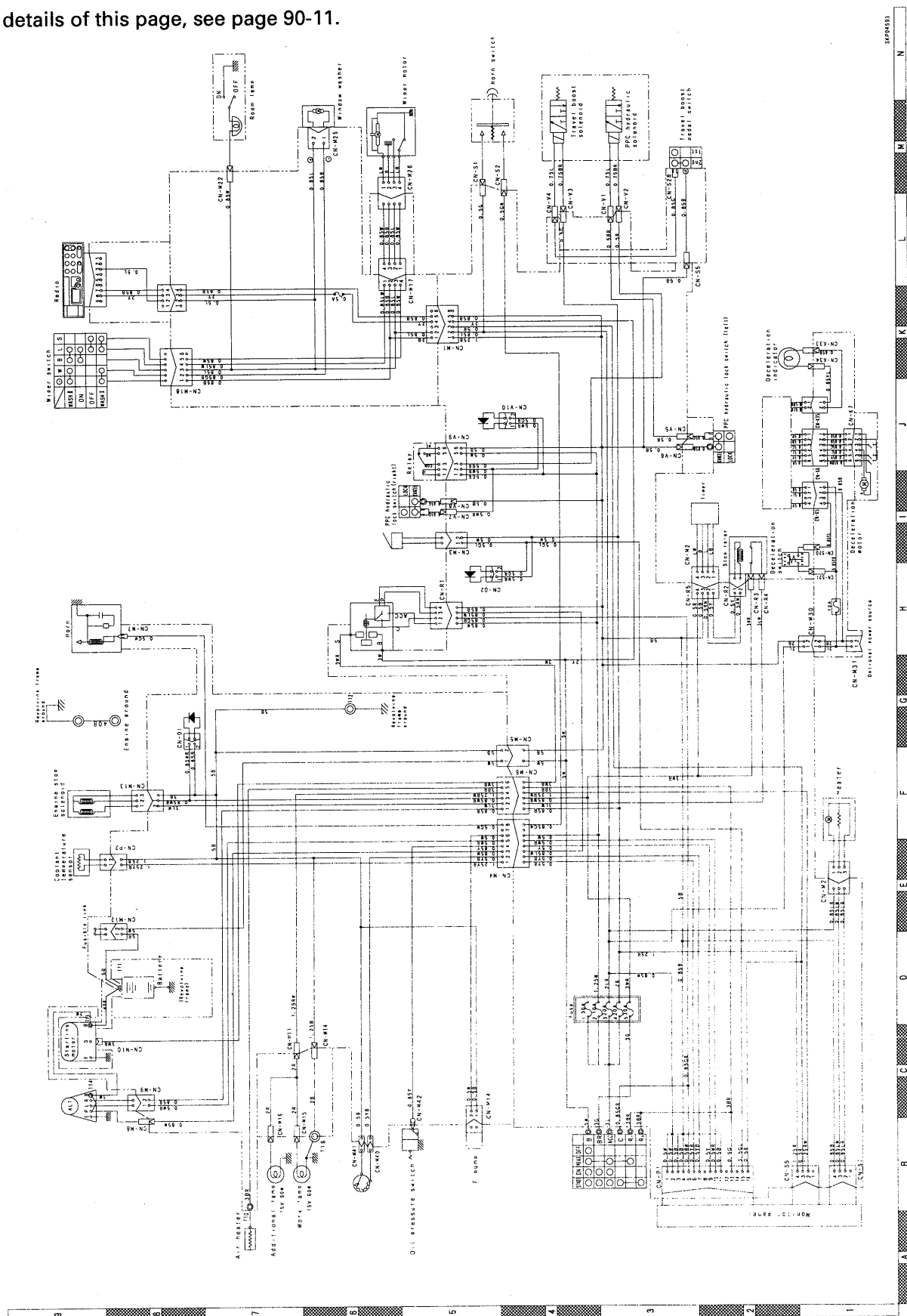
3) Fuel level sensor



SKP02944

- 1. Float
- 2. Connector
- 3. Variable resistance

★ For details of this page, see page 90-11.

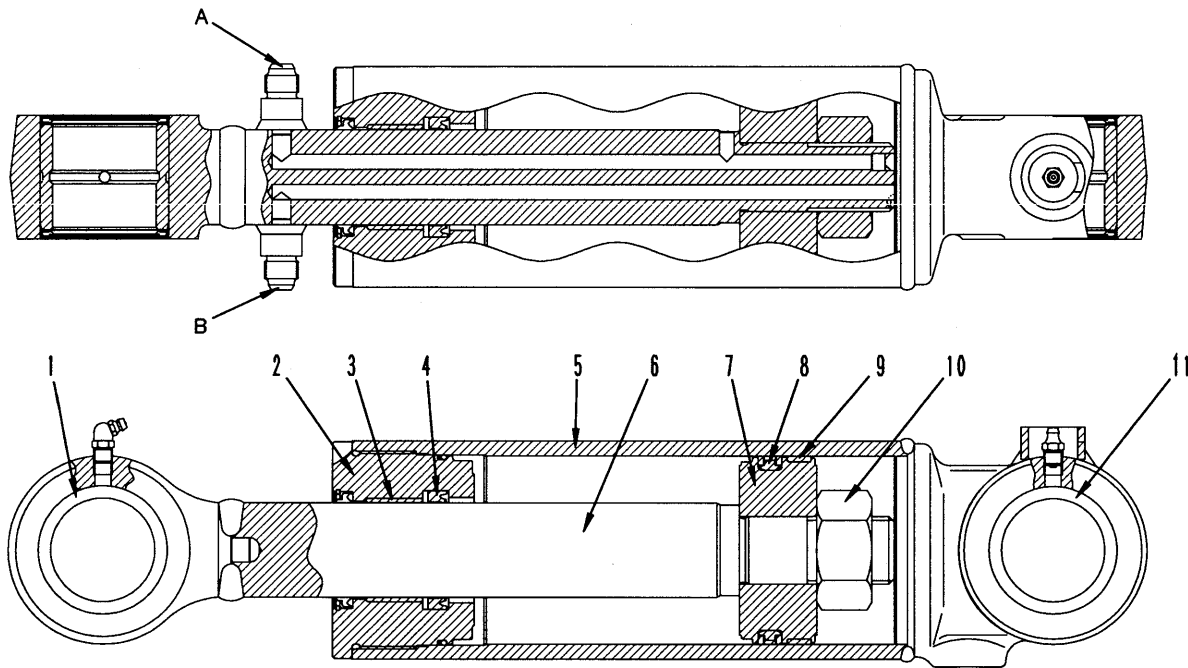


HYDRAULIC CYLINDER

BLADE CYLINDER

- Piston rod type (built into oil passage)

★ The diagram shows the cylinder on the PC40, 45R.



SKP02910

1. Head bushing
2. Cylinder head
3. Wear ring
4. Rod packing
5. Cylinder

6. Piston rod
7. Piston
8. Piston ring
9. Wear ring
10. Piston nut

11. Bottom bushing

A. Bottom port
B. Head port

SPECIFICATIONS

Cylinder inside diameter		Cylinder inside diameter	Piston rod diameter	Stroke	Distance between pins Max. – Min.	Width across flats of piston nut
Boom	PC30R	75	45	540	910 – 1450	46
	PC35R	80	45	540	910 – 1450	46
	PC40, 45R	90	50	665	1035 – 1700	55
Arm	PC30R	75	40	470	785 – 1255	46
	PC35R	75	45	595	915 – 1510	50
	PC40R	80	50	650	981.5 – 1631.5	55
	PC45R	85	50	695	1030 – 1725	55
Bucket	PC30R	60	40	490	780 – 1270	41
	PC35R	65	40	490	780 – 1270	46
	PC40R	70	45	580	900 – 1480	46
	PC45R	75	50	580	900 – 1480	50
Boom swing	PC30, 35R	85	45	635	940 – 1575	46
	PC40R	90	50	635	975 – 1610	55
	PC45R	95	50	635	975 – 1610	55
Blade	PC30, 35R	90	45	120	470 – 590	50
	PC40, 45R	100	50	140	503 – 643	55

20 TESTING AND ADJUSTING

STANDARD VALUE TABLE

Standard value table for engine related parts	20- 2
Standard value table for chassis related parts	20- 4
Standard value table for electrical parts ..	20- 20
TESTING AND ADJUSTING	20- 101
TROUBLESHOOTING	20- 201

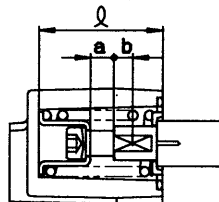
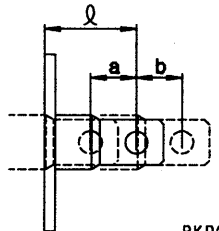
- ★ Note the following when making judgements using the standard value tables for testing, adjusting, or troubleshooting.
1. The standard value for a new machine given in the table is the value used when shipping the machine from the factory and is given for reference. It is used as a guideline for judging the progress of wear after the machine has been operated, and as a reference value when carrying out repairs.
 2. The service limit value given in the tables is the estimated value for the shipped machine based on the results of various tests. It is used for reference together with the state of repair and the history of operation to judge if there is a failure.
 3. These standard values are not the standards used in dealing with claims.
- ⚠ When carrying out testing, adjusting, or troubleshooting, park the machine on level ground, inset the safety pins, and use blocks to prevent the machine from moving.
- ⚠ When carrying out work together with other workers, always use signals and do not let unauthorized people near the machine.
- ⚠ When checking the water level, always wait for the water to cool down. If the radiator cap is removed when the water is still hot, the water will spurt out and cause burns.
- ⚠ Be careful not to get caught in the fan, fan belt or other rotating parts.

STANDARD VALUE TABLE FOR ENGINE RELATED PARTS

Applicable model			PC30R, 35R-8	
Engine			3D84E-3F	
Item	Measurement conditions	Unit	Standard value for new machine	Service limit value
Engine speed	High idling	rpm	2,650 ± 50	—
	Low idling	rpm	1,100 ± 50	—
	Rated speed	rpm	2,500	—
Exhaust gas color	At sudden acceleration	Bosch index	Max. 3.5	5.5
	At high idling	Bosch index	Max. 1.0	2.0
Valve clearance (Cold)	Intake valve	mm	0.20	—
	Exhaust valve	mm	0.20	—
Compression pressure (SAE30 oil)	Oil temperature: 40 – 60°C	MPa {kg/cm ² }	2.94 {30}	2.55 {26}
	(engine speed)	rpm	(250)	(250)
Blow-by pressure (SAE30 oil)	(Water temperature: Operating range) At high idling	Pa {mmH ₂ O}	— {—}	— {—}
Oil pressure (SAE30 oil)	(Water temperature: Operating range) At high idling	MPa {kg/cm ² }	0.3 – 3.4 {3.0 – 3.5}	Min. 0.2 {Min. 2.0}
	At low idling (SAE30)	MPa {kg/cm ² }	Min. 0.15 {Min. 1.5}	Min. 0.1 {Min. 1.0}
	At low idling (SAE10W)	MPa {kg/cm ² }	Min. 0.15 {Min. 1.5}	Min. 0.1 {Min. 1.0}
Oil temperature	Whole speed range (inside oil pan)	°C	Max. 120	Max. 120
Fuel injection timing	Before compression top dead center	deg.	14 ± 1	—
Fan belt tension	Deflection when pressed with finger force of approx. 58.8 N {6 kg}	mm	5 – 6	—

PC40R, 45R-8					
4D84E-3D					
Standard value for new machine	Service limit value				
2,650 ± 50	—				
1,100 ± 50	—				
2,500	—				
Max. 3.5	5.5				
Max. 1.5	2.5				
0.20	—				
0.20	—				
2.94 {30}	2.55 {26}				
(250)	(250)				
— {—}	— {—}				
0.3 – 3.4 {3.0 – 3.5}	Min. 0.2 {Min. 2.0}				
Min. 0.15 {Min. 1.5}	Min. 0.1 {Min. 1.0}				
Min. 0.15 {Min. 1.5}	Min. 0.1 {Min. 1.0}				
Max. 120	Max. 120				
14 ± 1	—				
5 – 6	—				

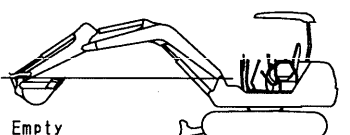
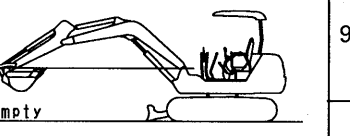
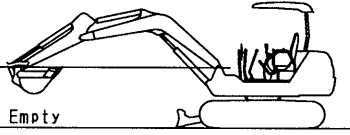
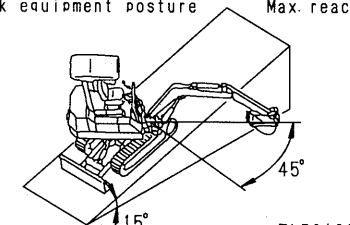
STANDARD VALUE TABLE FOR CHASSIS RELATED PARTS

Applicable model				PC30R-8						
Cat- egory	Item	Measurement conditions	Unit	Standard value for new machine			Service limit value			
Engine speed	At 1-pump relief	• Hydraulic oil temperature: 45 – 55°C • Engine oil pressure: Within operating range • Engine water temperature: Within operating range • 1-pump relief: Bucket relief • 2-pump relief: Bucket + swing relief	rpm	Min. 2,060			Min. 2,060			
	At 2-pump relief			Min. 2,060			Min. 2,060			
Spool stroke	Boom control valve	 BKP01982	mm	ℓ	a	b	ℓ	a	b	
	Arm control valve			30	6	6	30	6	6	
	Bucket control valve									
	Swing control valve									
	Breaker control valve									
	Boom swing control valve	 BKP01983								
	Blade control valve			20	6	6	20	6	6	
	L.H. travel control valve									
	R.H. travel control valve									
Travel of control levers stroke	Boom control lever	• Center of lever knob • Tip of pedal • Read max. value to end of travel • Engine stopped	N → RAISE, LOWER	mm	100 ± 10			100 ± 10		
	Arm control lever		N → IN, OUT		100 ± 10			100 ± 10		
	Bucket control lever		N → CURL, DUMP		100 ± 10			100 ± 10		
	Swing control lever		N → Left, right swing		100 ± 10			100 ± 10		
	Boom swing control lever		N → Left, right boom swing		25 ± 5			25 ± 5		
	Blade control lever		N → RAISE, LOWER		50 ± 5			50 ± 5		
	Travel control lever		N → FORWARD, RE-VERSE (left, right)		85 ± 10			85 ± 10		
	Fuel control lever		Min. ↔ Max.		180 ± 20			180 ± 20		
	Play of control lever		Work equipment, swing			Max. 5			Max. 5	
		Travel		Max. 35			Max. 35			

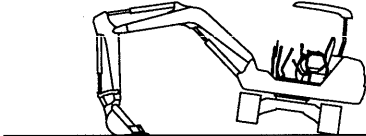
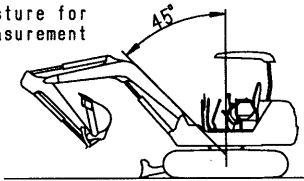
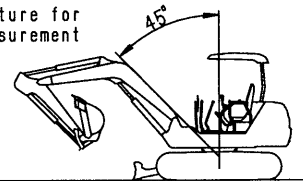
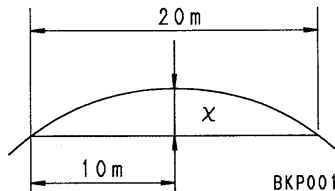
PC35R-8						PC40R-8						PC45R-8					
Standard value for new machine			Service limit value			Standard value for new machine			Service limit value			Standard value for new machine			Service limit value		
Min. 2,060			Min. 2,060			Min. 2,060			Min. 2,060			Min. 2,060			Min. 2,060		
Min. 2,060			Min. 2,060			Min. 2,060			Min. 2,060			Min. 2,060			Min. 2,060		
ℓ	a	b	ℓ	a	b	ℓ	a	b	ℓ	a	b	ℓ	a	b	ℓ	a	b
36	6	6	30	6	6	30	6	6	30	6	6	30	6	6	30	6	6
20	6	6	20	6	6	20	6	6	20	6	6	20	6	6	20	6	6
100 ± 10			100 ± 10			100 ± 10			100 ± 10			100 ± 10			100 ± 10		
100 ± 10			100 ± 10			100 ± 10			100 ± 10			100 ± 10			100 ± 10		
100 ± 10			100 ± 10			100 ± 10			100 ± 10			100 ± 10			100 ± 10		
100 ± 10			100 ± 10			100 ± 10			100 ± 10			100 ± 10			100 ± 10		
25 ± 5			25 ± 5			25 ± 5			25 ± 5			25 ± 5			25 ± 5		
50 ± 5			50 ± 5			50 ± 5			50 ± 5			50 ± 5			50 ± 5		
85 ± 10			85 ± 10			85 ± 10			85 ± 10			85 ± 10			85 ± 10		
180 ± 20			180 ± 20			180 ± 20			180 ± 20			180 ± 20			180 ± 20		
Max. 5			Max. 5			Max. 5			Max. 5			Max. 5			Max. 5		
Max. 35			Max. 35			Max. 35			Max. 35			Max. 35			Max. 35		

Applicable model				PC30R-8			
Cat- egory	Item		Measurement conditions	Unit	Standard value for new machine	Service limit value	
Operating effort of control levers	Boom control lever		• Engine at full throttle • Oil temperature: 45 – 55°C • Fit push-pull scale to center of control lever knob to measure • Fit push-pull scale to tip of pedal to measure • Measure max. value to end of travel	N {kg}	15.68 ± 4.9 {1.6 ± 0.5}	15.68 ± 4.9 {1.6 ± 0.5}	
	Arm control lever				15.68 ± 4.9 {1.6 ± 0.5}	15.68 ± 4.9 {1.6 ± 0.5}	
	Bucket control lever				15.68 ± 4.9 {1.6 ± 0.5}	15.68 ± 4.9 {1.6 ± 0.5}	
	Swing control lever				15.68 ± 4.9 {1.6 ± 0.5}	15.68 ± 4.9 {1.6 ± 0.5}	
	Boom swing control lever				78.4 ± 9.8 {8.0 ± 1.0}	78.4 ± 9.8 {8.0 ± 1.0}	
	Blade control lever				29.4 ± 3.92 {3.0 ± 0.4}	29.4 ± 3.92 {3.0 ± 0.4}	
	Travel control lever				17.64 ± 3.92 {1.8 ± 0.4}	17.64 ± 3.92 {1.8 ± 0.4}	
	Fuel control lever	Min. → Max.			29.4 ± 14.7 {3.0 ± 1.5}	29.4 ± 14.7 {3.0 ± 1.5}	
		Max. → Min.			24.5 ± 14.7 {2.5 ± 1.5}	24.5 ± 14.7 {2.5 ± 1.5}	
Hydraulic pressure	Unload pressure		• Oil temperature: 45 – 55°C • Engine at full throttle • All levers at neutral • Pump outlet port pressure	MPa {kg/ cm ² }	4.41 ± 0.49 {45 ± 5}	4.41 ± 0.49 {45 ± 5}	
	Boom		• Oil temperature: 45 – 55°C • Engine at full throttle • Pump outlet port pressure • Relieve only circuit to be measured		2.45 ^{+0.78} _{-0.2} {250 ⁺⁸ ₋₂ }	2.45 ^{+0.78} _{-0.2} {250 ⁺⁸ ₋₂ }	
	Arm				2.45 ^{+0.78} _{-0.2} {250 ⁺⁸ ₋₂ }	2.45 ^{+0.78} _{-0.2} {250 ⁺⁸ ₋₂ }	
	Bucket				2.45 ^{+0.78} _{-0.2} {250 ⁺⁸ ₋₂ }	2.45 ^{+0.78} _{-0.2} {250 ⁺⁸ ₋₂ }	
	Swing				15.19 ^{+1.47} _{-0.49} {155 ⁺¹⁵ ₋₅ }	15.19 ^{+1.47} _{-0.49} {155 ⁺¹⁵ ₋₅ }	
	Boom swing				2.45 ^{+0.78} _{-0.2} {250 ⁺⁸ ₋₂ }	2.45 ^{+0.78} _{-0.2} {250 ⁺⁸ ₋₂ }	
	Blade				2.45 ^{+0.78} _{-0.2} {250 ⁺⁸ ₋₂ }	2.45 ^{+0.78} _{-0.2} {250 ⁺⁸ ₋₂ }	
	Travel				2.45 ^{+0.78} _{-0.2} {250 ⁺⁸ ₋₂ }	2.45 ^{+0.78} _{-0.2} {250 ⁺⁸ ₋₂ }	
	Control pump				2.94 ^{+0.49} _{-0.1} {30 ⁺⁵ ₋₁ }	2.94 ^{+0.49} _{-0.1} {30 ⁺⁵ ₋₁ }	
	LS differential pressure				• Oil temperature: 45 – 55°C • Engine at full throttle ★ LS differential pressure = Pump outlet port pressure – LS pressure	All levers at hold	4.41 ± 0.49 {45 ± 5}
					Travel under no load, travel lever at half-way position	1.57 ± 0.1 {16 ± 1}	1.57 ± 0.1 {16 ± 1}

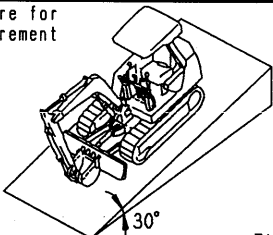
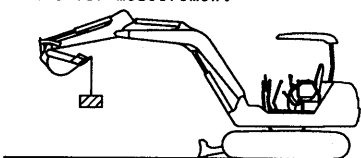
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Applicable model				PC30R-8	
Cat- egory	Item	Measurement conditions	Unit	Standard value for new machine	Service limit value
Swing	Overrun when stopping swing	<p>Work equipment posture Max. reach</p>  <p>TKP01284</p> <ul style="list-style-type: none"> • Engine at full throttle • Hydraulic oil temperature: 45 – 55°C • Stop after swinging one turn and measure distance that swing circle moves (): Distance of movement on outside circumference of swing circle 	deg. (mm)	Max. 40 (—)	50 (—)
	Time taken to start swing	<p>Work equipment posture Max. reach</p>  <p>TKP01285</p> <ul style="list-style-type: none"> • Engine at full throttle • Hydraulic oil temperature: 45 – 55°C • Time taken to swing 90° and 180° from starting position 	90°	2.3 ± 0.3	2.9
			180°	—	—
	Time taken to swing	<p>Work equipment posture Max. reach</p>  <p>TKP01284</p> <ul style="list-style-type: none"> • Engine at full throttle • Hydraulic oil temperature: 45 – 55°C • Swing one turn, then measure time taken to swing next 5 turns 	Sec.	33 ± 3	38
	Hydraulic drift of swing	<p>Work equipment posture Max. reach</p>  <p>TLP01286</p> <ul style="list-style-type: none"> • Engine stopped • Hydraulic oil temperature: 45 – 55°C • Bucket at rated load or fully loaded with soil • Set machine on 15° slope with upper structure at 45° to front. • Make counter marks on swing circle outer race and track frame. • Measure distance that counter marks move apart after 5 minutes. 	mm (deg.)	Rated load: 145 kg 0 (0)	0 (0)
	Leakage from swing motor	<ul style="list-style-type: none"> • Engine at full throttle • Hydraulic oil temperature: 45 – 55°C • Relieve swing circuit. 	cc/ mim	—	—

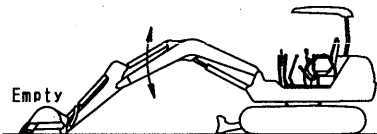
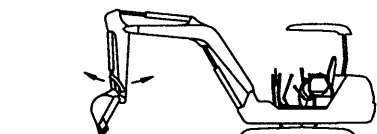
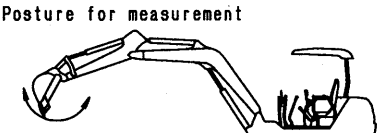
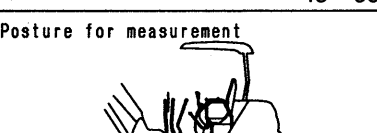
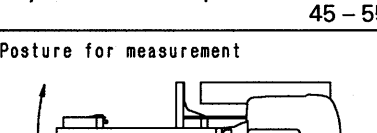
PC35R-8		PC40R-8		PC45R-8	
Standard value for new machine	Service limit value	Standard value for new machine	Service limit value	Standard value for new machine	Service limit value
Max. 40 (—)	50 (—)	Max. 40 (—)	50 (—)	Max. 40 (—)	50 (—)
2.3 ± 0.3	2.9	2.4 ± 0.3	3.0	2.4 ± 0.3	3.0
—	—	—	—	—	—
33 ± 3	38	33 ± 3	38	33 ± 3	38
Rated load: 180 kg		Rated load: 230 kg		Rated load: 250 kg	
0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
—	—	—	—	—	—

Applicable model					PC30R-8	
Cat-egory	Item	Measurement conditions		Unit	Standard value for new machine	Service limit value
Travel	Travel speed (1)	Posture for measurement  TKP01287	Low speed	Sec.	29 ± 2	29 ± 4
			High speed		18 ± 2	18 ± 4
	Travel speed (2)	Posture for measurement  TKP01288	Low speed	Sec.	25.7 ± 2 (26.5 ± 2)	25.7 ± 4 (26.5 ± 4)
			High speed		15.7 ± 2 (16.2 ± 2)	15.7 ± 4 (16.2 ± 4)
	Travel deviation	Posture for measurement  TKP01288		mm	Low speed: Max. 500 High speed: Max. 300	Low speed: 550 High speed: 330
		 BKP00107 ★ Measure dimension X				

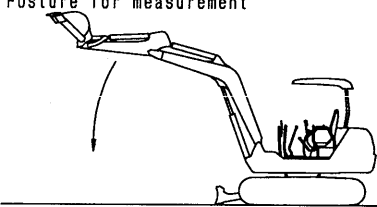
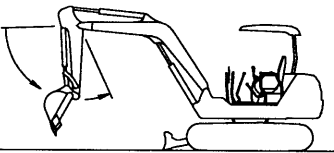
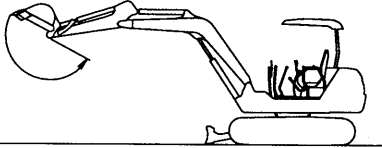
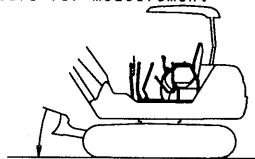
PC35R-8		PC40R-8		PC45R-8	
Standard value for new machine	Service limit value	Standard value for new machine	Service limit value	Standard value for new machine	Service limit value
29 ± 2	29 ± 4	34 ± 2	34 ± 4	34 ± 2	34 ± 4
18 ± 2	18 ± 4	21 ± 2	21 ± 4	21 ± 2	21 ± 4
25.7 ± 2 (26.5 ± 2)	25.7 ± 4 (26.5 ± 4)	25.7 ± 2 (27.8 ± 2)	25.7 ± 4 (27.8 ± 4)	25.7 ± 2 (27.8 ± 2)	25.7 ± 4 (27.8 ± 4)
15.7 ± 2 (16.2 ± 2)	15.7 ± 4 (16.2 ± 4)	15.7 ± 2 (17 ± 2)	15.7 ± 4 (17 ± 4)	15.7 ± 2 (17 ± 2)	15.7 ± 4 (17 ± 4)
Low speed: Max. 500 High speed: Max. 300	Low speed: 550 High speed: 330	Low speed: Max. 500 High speed: Max. 300	Low speed: 550 High speed: 330	Low speed: Max. 500 High speed: Max. 300	Low speed: 550 High speed: 330

Applicable model				PC30R-8	
Category	Item	Measurement conditions	Unit	Standard value for new machine	Service limit value
Travel	Hydraulic drift of travel	<p>Posture for measurement</p>  <p>TLP01289</p> <ul style="list-style-type: none"> • Engine stopped • Hydraulic oil temperature: 45 – 55°C • Stop machine on 30° slope with sprocket facing straight up the slope. • Measure the distance the machine moves in 5 minutes. 	mm	Max. 300	330
	Leakage of travel motor	<ul style="list-style-type: none"> • Engine at full throttle • Hydraulic oil temperature: 45 – 55°C • Lock shoes and relieve travel circuit. 	ℓ / mm	—	—
Work equipment	Total work equipment	<p>Posture for measurement</p>  <p>TKP01290</p> <ul style="list-style-type: none"> • Place in above posture and measure extension or retraction of each cylinder and downward movement at tip of bucket teeth. • Horizontal, flat ground • Bucket: Rated load • Levers at neutral • Engine stopped • Hydraulic oil temperature: 45 – 55°C • Start measuring immediately after setting. • Measure hydraulic drift every 5 minutes, and judge from results for 15 minutes. 	mm	Rated load: 145 kg	
	hydraulic drift at tip of bucket teeth			Max. 300	450
	Boom cylinder			6	9
	Arm cylinder			24	36
	Bucket cylinder			18	27
	Boom swing cylinder			Max.20	30
	Blade	<ul style="list-style-type: none"> • Engine stopped • Hydraulic oil temperature: 45 – 55°C • Raise blade fully, and measure downward movement at cutting edge of blade for 15 minutes 		Max.30	45

PC35R-8		PC40R-8		PC45R-8	
Standard value for new machine	Service limit value	Standard value for new machine	Service limit value	Standard value for new machine	Service limit value
Max. 300	330	Max. 300	330	0	0
—	—	—	—	—	—
Rated load: 180 kg Max. 300	450	Rated load: 230 kg Max. 300	450	Rated load: 250 kg Max. 300	450
6	9	6	9	7	11
27	41	36	54	30	45
17	26	18	27	16	24
Max.20	30	Max.20	30	Max.20	30
Max.30	45	Max.30	45	Max.30	45

Applicable model				PC30R-8				
Cat- egory	Item	Measurement conditions	Unit	Standard value for new machine	Service limit value			
Work equipment	Boom	Posture for measurement	sec.					
	Bucket teeth in contact with ground					RAISE	3.0 ± 0.3	3.6
	↕							
	Cylinder fully extended	• Engine at full throttle • Hydraulic oil temperature: 45 – 55°C				LOWER	3.0 ± 0.3	3.6
	Arm	Posture for measurement				IN	3.0 ± 0.3	3.6
	Cylinder fully retracted							
	↕							
	Fully extended	• Engine at full throttle • Hydraulic oil temperature: 45 – 55°C				OUT	3.1 ± 0.3	3.7
	Bucket	Posture for measurement				CURL	3.0 ± 0.3	3.6
	Cylinder fully retracted							
	↕							
	Fully extended	• Engine at full throttle • Hydraulic oil temperature: 45 – 55°C	DUMP	2.2 ± 0.2	2.6			
Blade	Posture for measurement	RAISE	1.2 ± 0.3	1.8				
Blade in contact with ground								
↕								
Blade fully raised	• Engine at full throttle • Hydraulic oil temperature: 45 – 55°C	LOWER	1.2 ± 0.3	1.8				
Boom swing	Posture for measurement	Left swing	7.5 ± 1.5	10				
Cylinder fully retracted								
↕								
Fully extended	• Engine at full throttle • Hydraulic oil temperature: 45 – 55°C	Right swing	7.5 ± 1.5	10				

PC35R-8		PC40R-8		PC45R-8	
Standard value for new machine	Service limit value	Standard value for new machine	Service limit value	Standard value for new machine	Service limit value
3.0 ± 0.3	3.6	3.0 ± 0.3	3.6	3.0 ± 0.3	3.6
3.0 ± 0.3	3.6	3.0 ± 0.3	3.6	3.0 ± 0.3	3.6
3.0 ± 0.3	3.6	3.0 ± 0.3	3.6	3.0 ± 0.3	3.6
3.1 ± 0.3	3.7	2.7 ± 0.3	3.3	2.7 ± 0.3	3.3
3.0 ± 0.3	3.6	3.0 ± 0.3	3.6	3.0 ± 0.3	3.6
2.2 ± 0.2	2.6	2.2 ± 0.2	2.6	2.2 ± 0.2	2.6
1.2 ± 0.3	1.8	1.2 ± 0.3	1.8	1.2 ± 0.3	1.8
1.2 ± 0.3	1.8	1.2 ± 0.3	1.8	1.2 ± 0.3	1.8
7.5 ± 1.5	10	7.5 ± 1.5	10	7.5 ± 1.5	10
7.5 ± 1.5	10	7.5 ± 1.5	10	7.5 ± 1.5	10

Applicable model				PC30R-8	
Cat- egory	Item	Measurement conditions	Unit	Standard value for new machine	Service limit value
Work equipment	Time lag	Boom  TKP01296 • Engine at low idling • Hydraulic oil temperature: 45 – 55°C • Retract arm, boom cylinders fully and set boom at max. height. Lower boom and measure time taken from point where bucket contacts ground to point where chassis rises from ground	Sec.	Max. 2	Max. 2
		Arm  TKP01297 • Engine at low idling • Hydraulic oil temperature: 45 – 55°C • Set top of boom horizontal and retract bucket cylinder fully. Then extend cylinder and measure time taken for arm to stop at bottom and then start again		0	0
		Bucket  TKP01298 • Engine at low idling • Hydraulic oil temperature: 45 – 55°C • Set top of boom horizontal and retract arm cylinder fully. Then extend cylinder and measure time taken for bucket to stop at bottom and then start again		0	0
		Blade  TKP01299 • Engine at low idling • Hydraulic oil temperature: 45 – 55°C • Raise blade to max. height. Then lower boom and measure time taken from point where blade contacts ground to point where chassis rises from ground		Max. 1	Max. 1
	Internal leakage	Cylinders • Hydraulic oil temperature: 45 – 55°C • Engine at full throttle • Relieve circuit to be measured Center swivel joint	cc/ mm	Max. 2	10
				—	—

PC35R-8		PC40R-8		PC45R-8	
Standard value for new machine	Service limit value	Standard value for new machine	Service limit value	Standard value for new machine	Service limit value
Max. 2	Max. 2	Max. 2	Max. 2	Max. 2	Max. 2
0	0	0	0	0	0
0	0	0	0	0	0
Max. 1	Max. 1	Max. 1	Max. 1	Max. 1	Max. 1
Max. 2	10	Max. 2	10	Max. 2	10
—	—	—	—	—	—

Applicable model				PC30R, 35R-8										
Cat-egory	Item	Measurement conditions	Unit	Standard value for new machine	Service limit value									
Performance of hydraulic pump	Gear pump	<ul style="list-style-type: none">Hydraulic oil temperature: 45 – 55°CMeasure with engine running at rated speedMeasure at relief valve set pressure	ℓ / mm	20	18									
	Discharge amount of piston pump (gear pump under no load)													
	<div><p>Discharge amount of piston pump Q (ℓ/min)</p><p>Upper limit</p><p>Lower limit</p><p>Pump discharge pressure P</p><p>MPa {kg/cm²}</p><p>0 9.8 {100} 19.6 {200}</p><p>50 100</p></div> <p>TKP01300</p> <p>• Rated speed of pump: 2500 rpm</p> <table><tr><th>Check point</th><th>Test pump discharge pressure {kg/cm²}</th><th>Average pressure {kg/cm²}</th><th>Standard value for discharge amount Q {ℓ/min}</th><th>Judgement standard limit Q {ℓ/min}</th></tr><tr><td>As desired</td><td>P1</td><td>P1</td><td>See graph</td><td>See graph</td></tr></table> <p>★ The error is large near the point where the graph curves, so avoid measuring at this point.</p>					Check point	Test pump discharge pressure {kg/cm²}	Average pressure {kg/cm²}	Standard value for discharge amount Q {ℓ/min}	Judgement standard limit Q {ℓ/min}	As desired	P1	P1	See graph
Check point	Test pump discharge pressure {kg/cm²}	Average pressure {kg/cm²}	Standard value for discharge amount Q {ℓ/min}	Judgement standard limit Q {ℓ/min}										
As desired	P1	P1	See graph	See graph										

Applicable model				PC40R, 45R-8										
Category	Item	Measurement conditions	Unit	Standard value for new machine	Service limit value									
Performance of hydraulic pump	Gear pump	<ul style="list-style-type: none">Hydraulic oil temperature: 45 – 55°CMeasure with engine running at rated speedMeasure at relief valve set pressure	ℓ / mm	25	22									
	Discharge amount of piston pump (gear pump under no load)													
	<div><p>Discharge amount of hydraulic pump</p><p>Discharge amount of piston pump Q</p><p>Upper limit</p><p>Lower limit</p><p>Pump discharge pressure P</p><p>MPa { kg/cm² }</p><p>TKP01301</p><table><tr><th>Check point</th><th>Test pump discharge pressure {kg/cm²}</th><th>Average pressure {kg/cm²}</th><th>Standard value for discharge amount Q {ℓ/min}</th><th>Judgement standard limit Q {ℓ/min}</th></tr><tr><td>As desired</td><td>P1</td><td>P1</td><td>See graph</td><td>See graph</td></tr></table><p>★ The error is large near the point where the graph curves, so avoid measuring at this point.</p></div>					Check point	Test pump discharge pressure {kg/cm²}	Average pressure {kg/cm²}	Standard value for discharge amount Q {ℓ/min}	Judgement standard limit Q {ℓ/min}	As desired	P1	P1	See graph
Check point	Test pump discharge pressure {kg/cm²}	Average pressure {kg/cm²}	Standard value for discharge amount Q {ℓ/min}	Judgement standard limit Q {ℓ/min}										
As desired	P1	P1	See graph	See graph										

STANDARD VALUE TABLE FOR ELECTRICAL PARTS

System	Name of component		Connector No.	Inspection method	Judgement table	Measurement conditions
Machine monitor system	Monitor panel	CHECK, CAUTION section	If the condition is as shown in TABLE 1 AND TABLE 2, THE MONITOR PANEL IS NORMAL. Table 1 (CHECK, CAUTION section)			1) Connect T-adapter
		Gauges	Table 2 (Gauges)			1) Turn starting switch OFF, insert dummy resistance, or measure resistance of sensor. 2) Turn starting switch ON, and check display.

System	Name of component	Connector No.	Inspection method	Judgement table	Measurement conditions					
Machine monitor system	Engine oil pressure sensor	T9 (male)	Measure resistance	<div>If the condition is as shown in the table below, it is normal</div> <table><tr><td rowspan="2">Between T9 – chassis</td><td>Above 68.6 kPa {0.7 kg/cm²}</td><td>Min. 1 MΩ</td></tr><tr><td>Below 49.0 kPa {0.5 kg/cm²}</td><td>Max. 1 Ω</td></tr></table>	Between T9 – chassis	Above 68.6 kPa {0.7 kg/cm ² }	Min. 1 MΩ	Below 49.0 kPa {0.5 kg/cm ² }	Max. 1 Ω	1) Disconnect connector T9. 2) Start engine.
	Between T9 – chassis	Above 68.6 kPa {0.7 kg/cm ² }	Min. 1 MΩ							
		Below 49.0 kPa {0.5 kg/cm ² }	Max. 1 Ω							
		Coolant temperature sensor	P2 (male)	Measure resistance	<div>If the condition is as shown in the table below, it is normal</div> <table><tr><td rowspan="2">Between P2 – chassis</td><td>Normal temperature (25°C)</td><td>Approx. 37 – 50 kΩ</td></tr><tr><td>100°C</td><td>Approx. 3.5 – 4.0 kΩ</td></tr></table>	Between P2 – chassis	Normal temperature (25°C)	Approx. 37 – 50 kΩ	100°C	Approx. 3.5 – 4.0 kΩ
Between P2 – chassis	Normal temperature (25°C)	Approx. 37 – 50 kΩ								
	100°C	Approx. 3.5 – 4.0 kΩ								
	Fuel level sensor	P4 (female) P5 (male)	Measure resistance	<div>If the condition is as shown in the table below, it is normal</div> <table><tr><td rowspan="2">Between P4 – P5</td><td>Full</td><td>Max. 10 Ω</td></tr><tr><td>Empty</td><td>Min. 85 Ω</td></tr></table>	Between P4 – P5	Full	Max. 10 Ω	Empty	Min. 85 Ω	1) Turn starting switch OFF. 2) Disconnect connectors P4 and P5.
Between P4 – P5	Full	Max. 10 Ω								
	Empty	Min. 85 Ω								
	Alternator	Between alternator terminal R – chassis	Measure voltage	<div>When engine is running (1/2 throttle or above) → 13.5 – 14.5 V ※ If the battery is old, or after starting in cold areas, the voltage may not rise for some time.</div>	1) Start engine.					
PPC lock solenoid valve, travel boost system	PPC lock solenoid valve	V1 (female) V2 (male)	Measure resistance	<div>If the condition is as shown in the table below, it is normal</div> <table><tr><td>Between V1 – V2</td><td>5 – 25 kΩ</td></tr><tr><td>Between V1, V2 and chassis</td><td>Min. 1 MΩ</td></tr></table>	Between V1 – V2	5 – 25 kΩ	Between V1, V2 and chassis	Min. 1 MΩ	1) Turn starting switch OFF. 2) Disconnect connectors V1 and V2.	
	Between V1 – V2	5 – 25 kΩ								
Between V1, V2 and chassis	Min. 1 MΩ									
	Travel speed boost solenoid valve	V3 (male) V4 (female)	Measure resistance	<div>If the condition is as shown in the table below, it is normal</div> <table><tr><td>Between V3 – V4</td><td>5 – 25 kΩ</td></tr><tr><td>Between V3, V4 and chassis</td><td>Min. 1 MΩ</td></tr></table>	Between V3 – V4	5 – 25 kΩ	Between V3, V4 and chassis	Min. 1 MΩ	1) Turn starting switch OFF. 2) Disconnect connectors V3 and V4.	
Between V3 – V4	5 – 25 kΩ									
Between V3, V4 and chassis	Min. 1 MΩ									

TESTING AND ADJUSTING

Tools for testing, adjusting, and troubleshooting	20- 102
Measuring engine speed	20- 103
Measuring exhaust color	20- 104
Adjusting valve clearance	20- 105
Measuring compression pressure	20- 106
Testing and adjusting fuel injection timing	20- 107
Measuring engine oil pressure	20- 108
Testing and adjusting fan belt tension	20- 109
Adjusting control levers and pedals	20- 110
Measuring sprocket wear	20- 113
Testing and adjusting track shoe tension	20- 114
Testing and adjusting hydraulic pressure in work equipment, swing, travel circuit	20- 115
Testing and adjusting LS differential pressure	20- 118
Adjusting PC valve	20- 120
Testing and adjusting control circuit pressure	20- 121
Testing output pressure of solenoid valve	20- 122
Testing PPC valve output pressure and swing holding brake inlet port pressure (PC20R)	20- 123
Adjusting work equipment, swing PPC valve	20- 125
Testing and adjusting travel deviation	20- 126
Testing oil leakage	20- 127
Releasing remaining pressure from hydraulic circuit	20- 128
Releasing remaining pressure from hydraulic tank	20- 128
Pressurizing hydraulic tank	20- 128
Bleeding air	20- 129

TOOLS FOR TESTING, ADJUSTING, AND TROUBLESHOOTING

Check or measurement item	Symbol	Part No.	Part Name	Remarks	
Engine speed	A	1 799-203-9000	Multi-tachometer	Digital display L: 60 – 2,000 rpm H: 60 – 19,999 rpm	
		2 • 799-203-8901	• Clamp set		
Coolant and oil temperatures	B	799-101-1502	Digital temperature gauge	–99.9 — +1,299°C	
Oil pressure	C	1 799-101-5002	Hydraulic tester	Pressure gauge: 2.5,5.9,39.2,58.8 MPa {25,60,400,600 kg/cm ² }	
		790-261-1203	Digital hydraulic tester	Pressure gauge: 68.6MPa(700 kg/cm ²)	
		• 799-101-5160	• Nipple	PT1/8	
		2 799-101-5220	Nipple	10 × 1.25	
		07002-11023	O-ring		
		• 790-261-1311	• Adapter	14 x 1.5 (female PT 1/8) for both male and female	
		• 790-261-1321		18 x 1.5 (female PT 1/8) for both male and female	
		• 790-261-1331		22 x 1.5 (female PT 1/8) for both male and female	
		4 790-401-2320	Hydraulic gauge	1.0 MPa {10 kg/cm ² }	
		5 799-401-2701	Differential pressure gauge		
Compression pressure	D	1 795-502-1205	Compression gauge	0 – 6.9 MPa {0 – 70 kg/cm ² }	
		2 795-111-1110	Adapter		
		3 • 795-101-1571	• Joint		
Valve clearance	E	Commercially available	Feeler gauge		
Exhaust color	F	1 799-201-9000	Handy Smoke Checker	Discoloration 0 – 70% (with standard color) (Discoloration % × 1/10 = Bosch index)	
		2 Commercially available	Smoke meter		
Operating effort	G	Commercially available	Push-pull scale		
Stroke, hydraulic drift	H	Commercially available	Scale		
Work equipment speed	J	Commercially available	Stop watch		
Measuring voltage and resistance values	K	Commercially available	Tester		
Troubleshooting of wiring harnesses and sensors	L	799-601-8000	T-adapter kit		
Measuring wear of sprocket	M	796-127-1111	Wear gauge	PC30R • PC35R	
		796-127-1121		PC40R • PC45R	

MEASURING ENGINE SPEED

⚠ Be careful not to touch any hot parts when removing or installing the measuring tools.

★ Measure the engine speed under the following conditions.

- Cooling water temperature: Within operating range
- Hydraulic oil temperature : 45 – 55°C

1. Install clamp set **A2** of multi-tachometer to fuel injection tube (1), then connect to multi-tachometer **A1**.

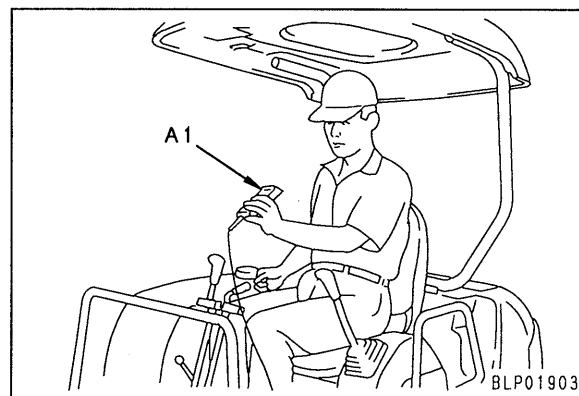
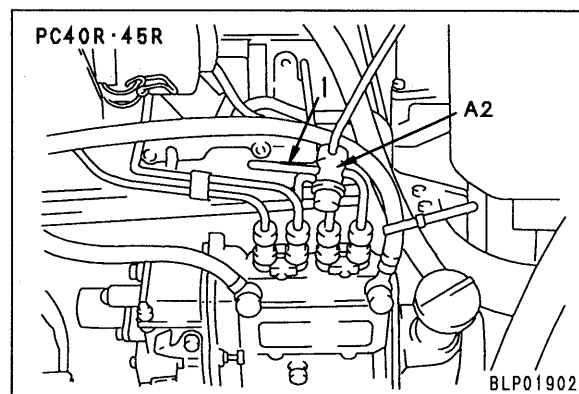
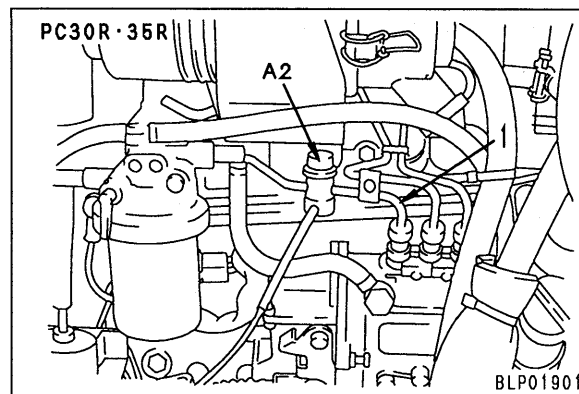
2. Start the engine, and measure the engine speed when it is set to the conditions for measuring.

1) Measuring low idling and high idling speed:
Measure the engine speed with the fuel control lever set to low idling and high idling.

2) Measuring speed at 1-pump relief:
Run the engine at full throttle, operate the bucket control lever, and measure the engine speed when the bucket CURL is relieved.

3) Measuring speed at 2-pump relief:
Run the engine at full throttle, operate the bucket and swing control levers, and measure the engine speed when the bucket CURL and swing are relieved.

⚠ For the swing, use the work equipment and lock securely.

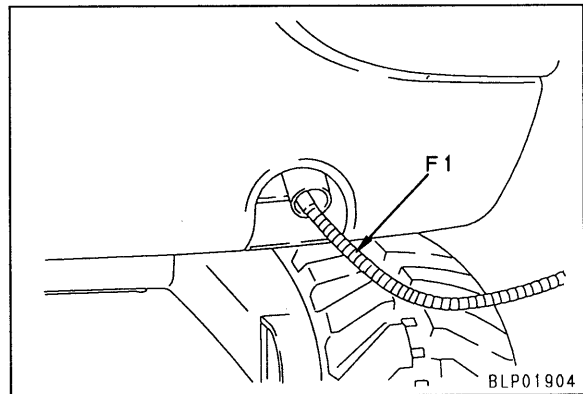


MEASURING EXHAUST COLOR

- When measuring in the field where there is no air or electric power supply, use Handy Smoke Checker **F1**; when recording formal data, use Smoke Meter **F2**.
- ★ Raise the coolant temperature to the operating range before measuring.
- ⚠ Be careful not to touch any hot parts when removing or installing the measuring tools.

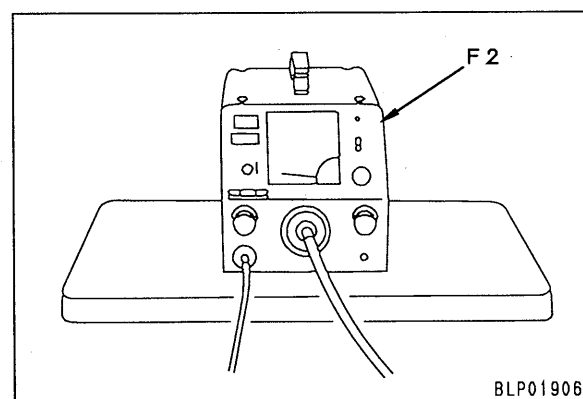
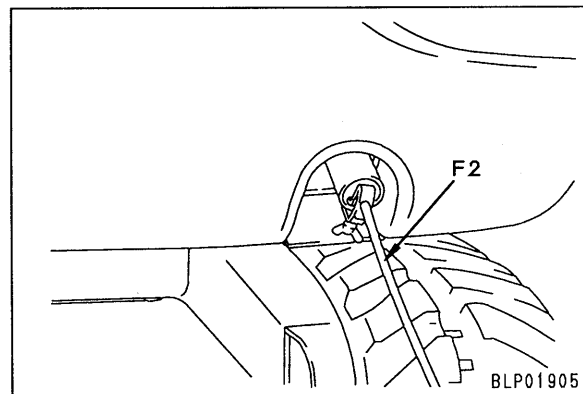
1. Measuring with Handy Smoke Checker **F1**.

- 1) Install filter paper to Handy Smoke Checker **F1**.
- 2) Insert the exhaust gas suction port into the exhaust pipe.
- 3) Accelerate the engine suddenly, and operate the handle of Handy Smoke Checker **F1** at the same time to collect the exhaust gas on the filter paper.
- 4) Remove the filter paper and compare it with the scale supplied to judge the condition.



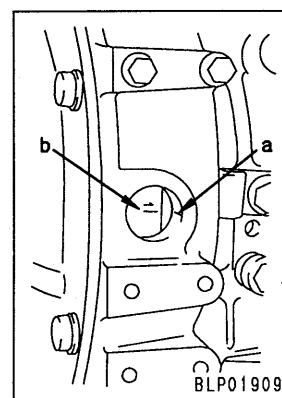
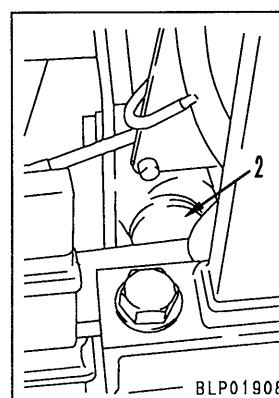
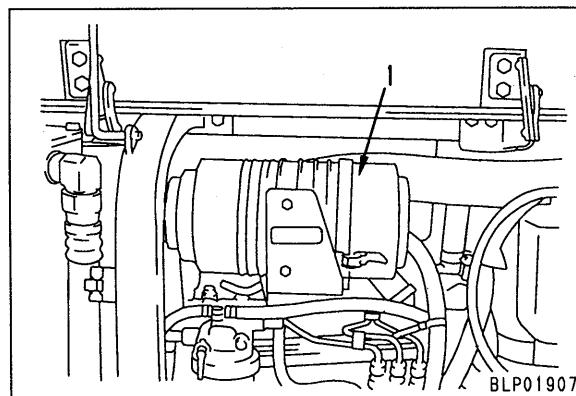
2. Measuring with Smoke Meter **F2**

- 1) Insert the probe of Smoke Meter **F2** into the outlet port of the exhaust pipe, and tighten the clip to secure it to the exhaust pipe.
- 2) Connect the air hose and the socket of the probe hose and accelerator switch to Smoke Meter **F2**.
 - ★ Keep the pressure of the air supply below 15 kg/cm².
- 3) Connect the power cord to the AC100V socket.
 - ★ When connecting the cord, check that the power switch of the smoke meter is OFF.
- 4) Loosen the cap nut of the suction pump, and fit the filter paper.
 - ★ Fit the filter paper securely so that the exhaust gas cannot leak.
- 5) Turn the power switch of Smoke Meter **F2** ON.
- 6) Accelerate the engine suddenly, and depress the accelerator pedal of Smoke Meter **F2** at the same time to collect the exhaust gas color on the filter.
- 7) Place the filter paper used to catch the exhaust gas color on top of at least 10 sheets of unused filter paper inside the filter paper holder, and read the value shown.




ADJUSTING VALVE CLEARANCE

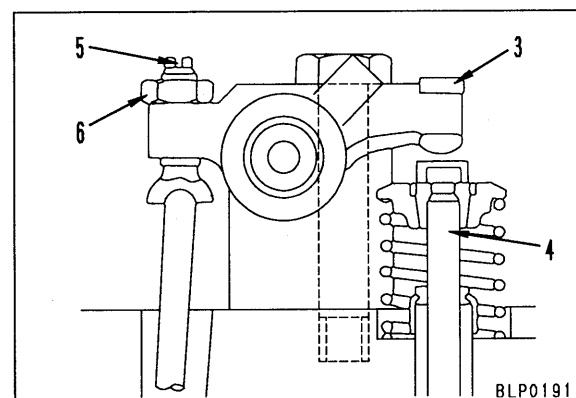
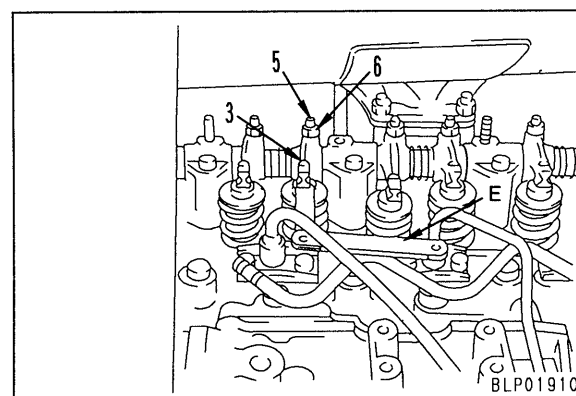
1. Remove air cleaner (1), then remove the cylinder head cover.
2. Remove cap (2) of the flywheel housing.
3. Rotate the crankshaft in the normal direction to align the No. 1 line **b** on the flywheel with line **a** on the housing. When rotating, check the movement of the valves of the No. 1 cylinder (flywheel end).
 - ★ Cylinder No. 1 is the cylinder at the flywheel end of the engine.
 - ★ When the crankshaft is rotated, the valves of the cylinder at top dead center do not move. If the valves are moving, rotate the crankshaft one more turn and align the lines.
 - ★ PC30R, 35R: Rotate the crankshaft 240° each time and adjust the valve clearance of each cylinder according to the firing order.
 - Firing order : 1—3—2
 - ★ PC40R, 45R: Rotate the crankshaft 180° each time and adjust the valve clearance of each cylinder according to the firing order.
 - Firing order : 1—3—4—2
 - ★ There is a line on the flywheel for the top dead center of each cylinder.



4. To adjust the valve clearance, loosen locknut (6), then insert feeler gauge **E** between rocker lever (3) and valve stem (4), and turn adjustment screw (5) until the clearance is a sliding fit. Then tighten locknut (6) to hold the adjustment screw in position.

 Locknut : $25.48 \pm 2.94 \text{ Nm}$ ($2.6 \pm 0.3 \text{ kgm}$)

- ★ After tightening the locknut, check the clearance again.



MEASURING COMPRESSION PRESSURE


⚠ When measuring the compression pressure, be careful not to touch the exhaust manifold or muffler, or to get your clothes caught in the fan, fan belt or other rotating parts.

1. Adjust the valve clearance.
For details, see ADJUSTING VALVE CLEARANCE.

2. Warm up the engine to make the oil temperature 40 – 60°C.

3. Remove nozzle holder assembly (1) from the cylinder to be measured.

4. Install adapter **D2** and joint **D3** to the mount of the nozzle holder, then connect compression gauge **D1**.

 Adapter mounting nut:
 $4.41 \pm 0.49 \text{ Nm } \{0.45 \pm 0.05 \text{ kgm}\}$

5. Set multi-tachometer **A** in position.

6. Disconnect engine stop solenoid connector (1).


7. Close the fuel filter stop valve.

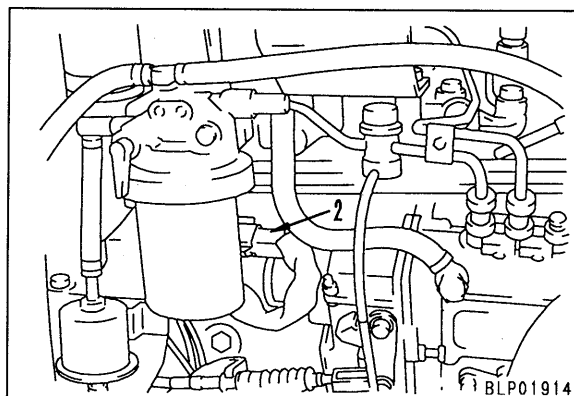
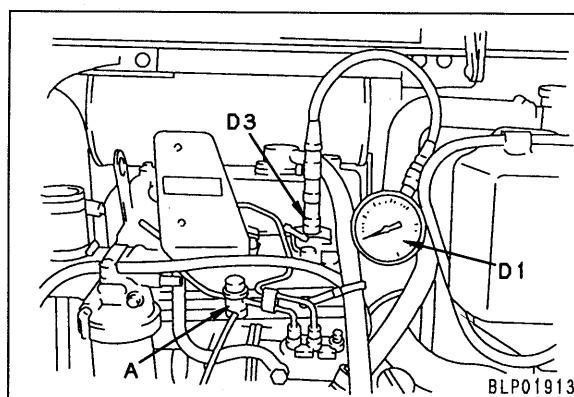
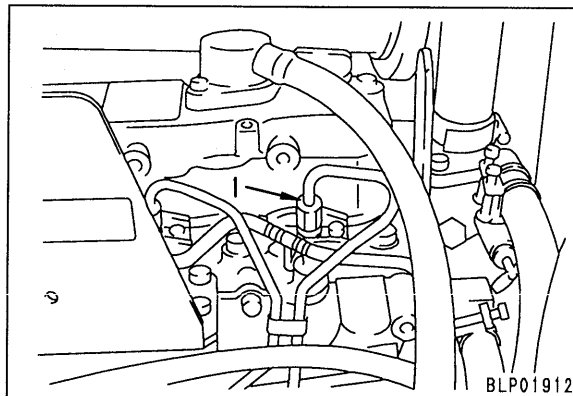
8. Crank the engine with the starting motor and measure the compression pressure.

★ Measure the compression pressure at the point where the compression gauge indicator remains steady.

★ When measuring the compression pressure, measure the engine speed to confirm that it is within the specified range.

★ After measuring the compression pressure, install the nozzle holder assembly.

 Nozzle holder mounting nut:
 $4.41 \pm 0.49 \text{ Nm } \{0.45 \pm 0.05 \text{ kgm}\}$




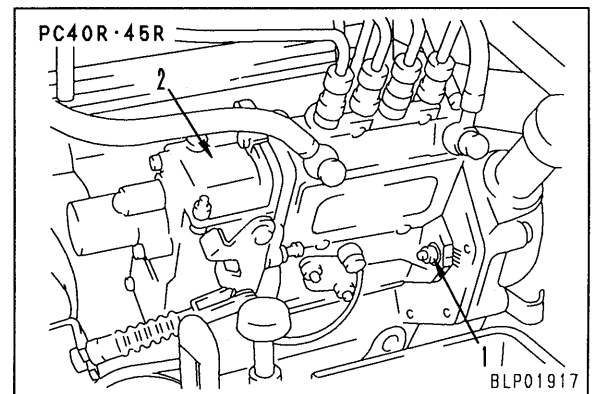
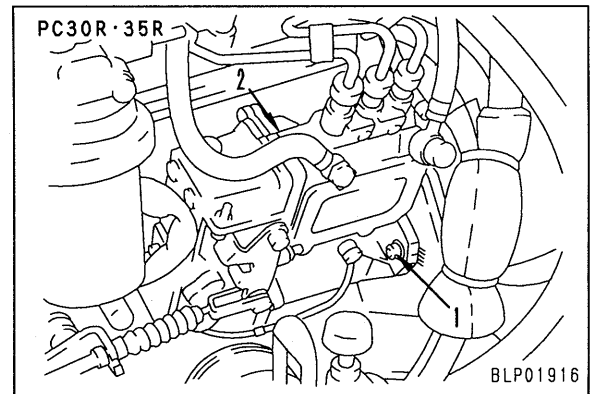
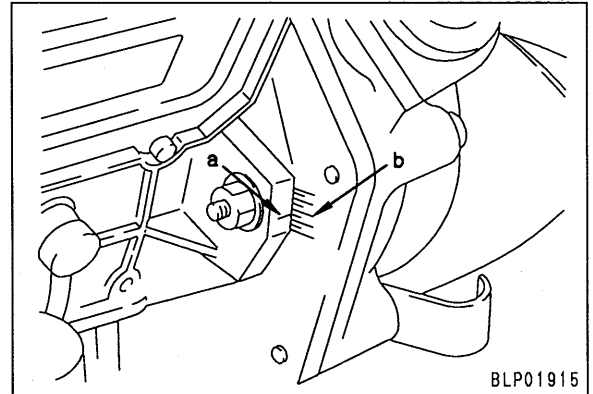
TESTING AND ADJUSTING FUEL INJECTION TIMING

Testing

- ★ If the fuel injection pump has been removed and installed, check as follows.
- 1. Check that line **a** on the fuel injection pump is aligned with line **b** on the flange.
 - ★ The line on the flange is the 6th line from the top.

Adjusting

- ★ If the lines are not aligned, adjust as follows.
 - 1. Loosen mounting nut (1), then move fuel injection pump (2) to align the line.
 - 2. Tighten nut (1).
-  Fuel injection pump mounting nut:
25.48 Nm {2.6 kgm}

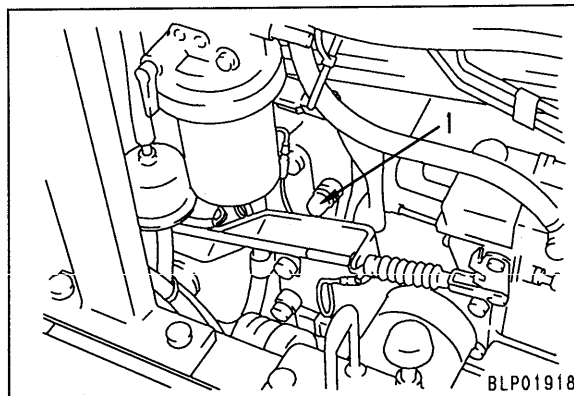


MEASURING ENGINE OIL PRESSURE

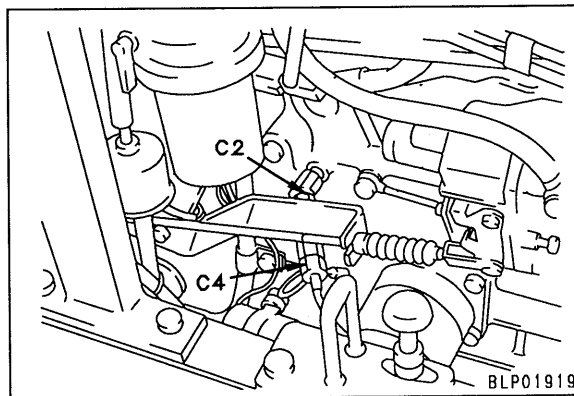
- ★ Measure the engine oil pressure under the following conditions.

- Cooling water temperature: Within operating range

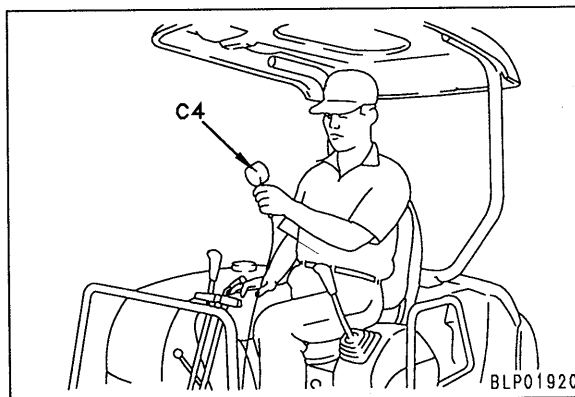
1. Remove engine oil pressure switch (1).



2. Install nipple **C2**, then connect oil pressure gauge **C4** (1.0 MPa {10 kg/cm²}).



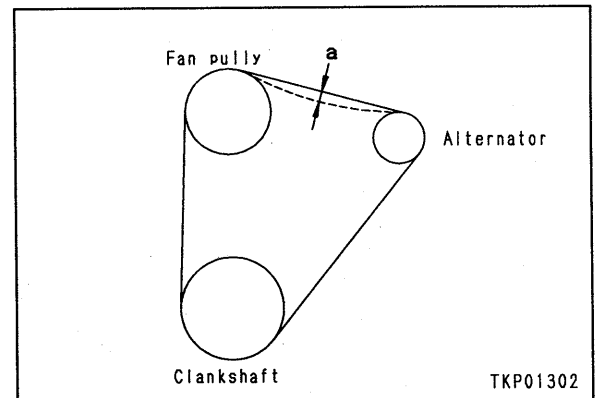
3. Start the engine, and measure the oil pressure with the engine at low idling and high idling.



TESTING AND ADJUSTING FAN BELT TENSION

Testing

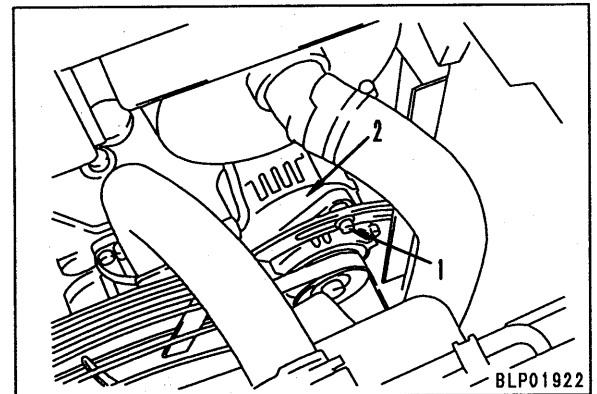
1. Measure deflection *a* of the belt when pressed with a force of approx. 58.8 Nm {approx. 6 kg} at a point midway between the fan pulley and the alternator pulley.
 - Belt deflection *a*: 5 – 6 mm



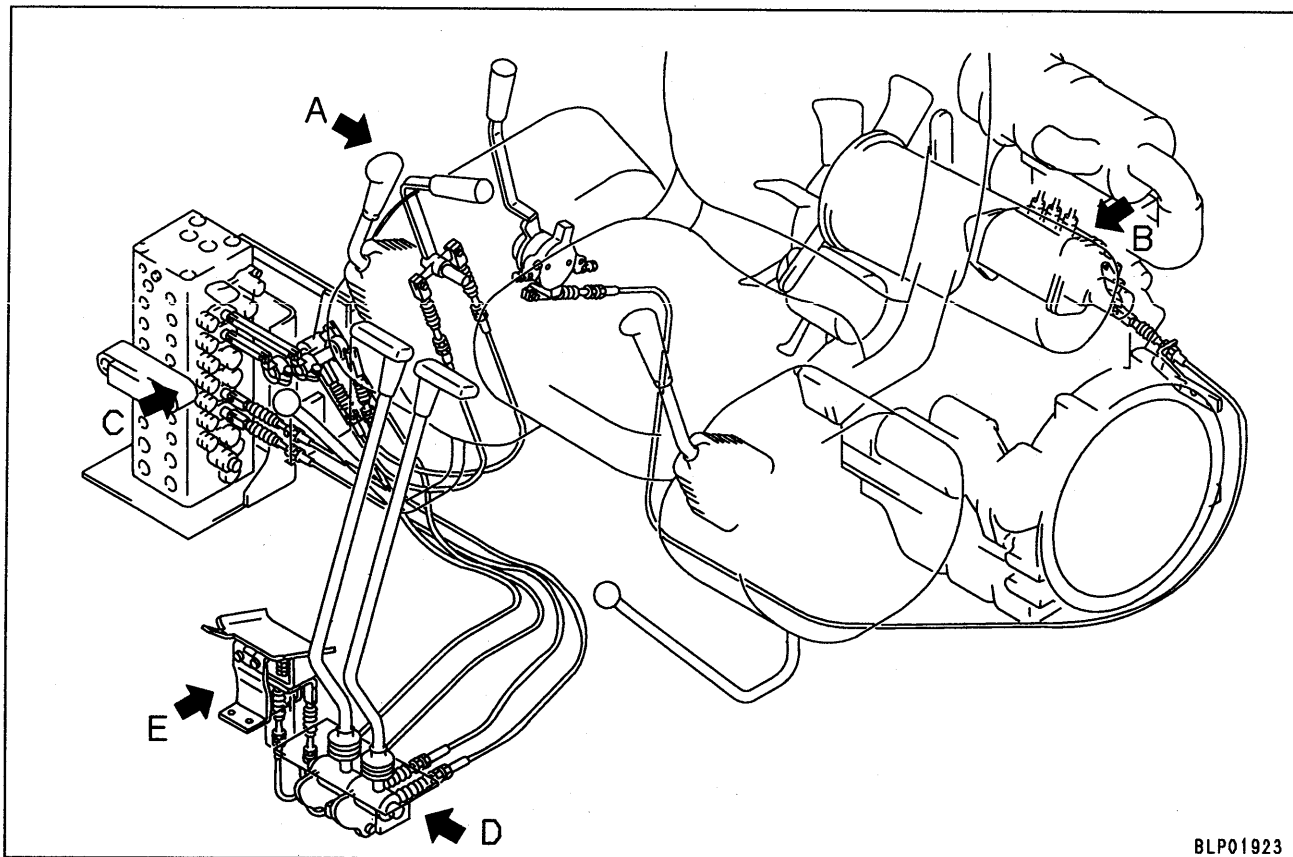
Adjusting

★ If the deflection is not normal, adjust as follows.

1. Loosen the alternator mounting bolts and adjustment bolt (1).
2. Using a bar, move alternator (2) towards the outside to adjust the belt tension.
3. Tighten adjustment bolt (1), then tighten the alternator mounting bolts.



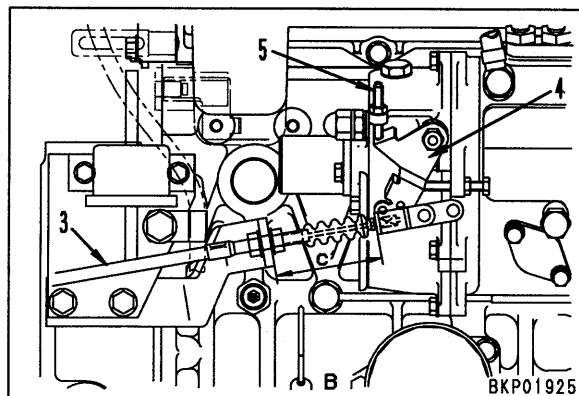
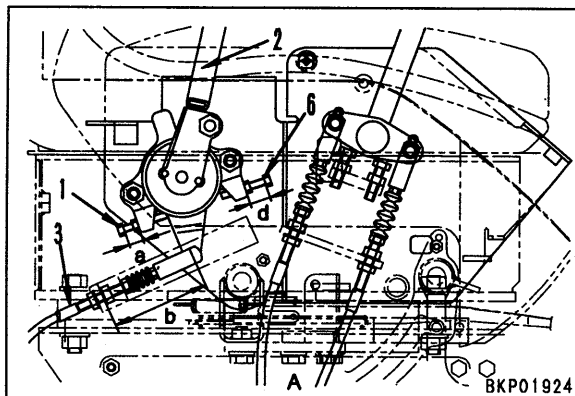
ADJUSTING CONTROL LEVERS AND PEDALS



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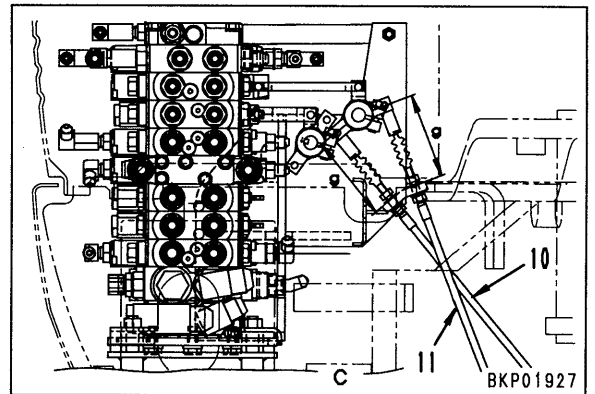
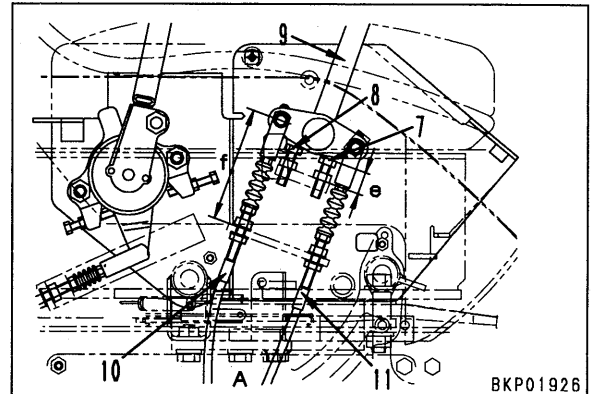
1. Adjusting fuel control lever

- 1) Adjust low idling stopper bolt (1) to dimension **a**, then tighten the locknut.
 - Mounting dimension **a**: 13 mm
 - ★ Leave the high idling stopper bolt loose.
- 2) Set fuel control lever (2) to the low idling position.
- 3) Adjust the yoke at the fuel control lever end of cable (3) to dimension **b**, then tighten the locknut.
 - Mounting dimension **b**: 86.7 mm
- 4) Set fuel control lever (2) to the high idling position.
- 5) Adjust the yoke at the fuel injection pump end of cable (3) so that lever (4) of the fuel injection pump contacts stopper bolt (5), then tighten the locknut.
 - Mounting dimension **c** (reference): 102 mm
- 6) Adjust so that high idling stopper bolt (6) contacts fuel control lever (2), then tighten the locknut.
 - Mounting dimension **d** (reference): 18.1 mm

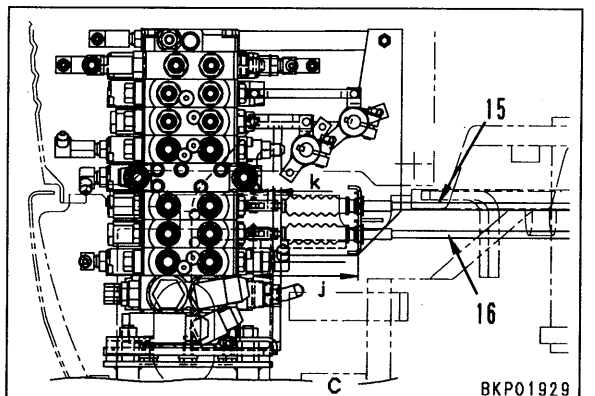
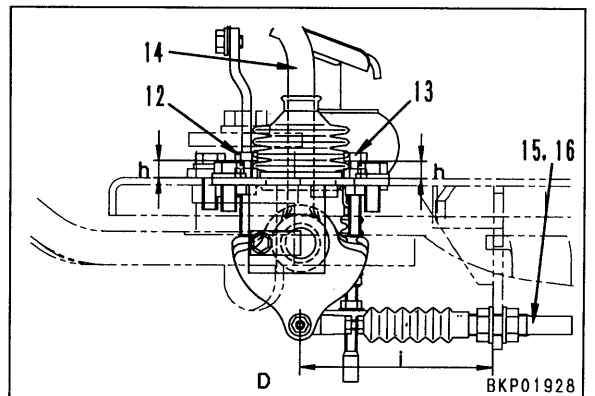


2. Adjusting blade control lever

- 1) Adjust front and rear stopper bolts (7) and (8) to dimension **e**, then place blade control lever (9) at the neutral position and tighten the locknut temporarily.
 - Temporary mounting dimension **e**: 19.6 mm
- 2) Adjust the yoke portion at the lever end of cables (10) and (11) to dimension **f**.
 - Mounting dimension **f**: 100.5 mm
- 3) Adjust the yoke portion at the valve end of cables (10) and (11) to dimension **g**.
 - Mounting dimension **g**: 91 mm
- 4) Loosen stopper bolts (7) and (8) and retract fully.
- 5) Operate blade control lever (9) fully to the front and rear, adjust so that it contacts stopper bolts (7) and (8) at each position, then tighten the locknut.

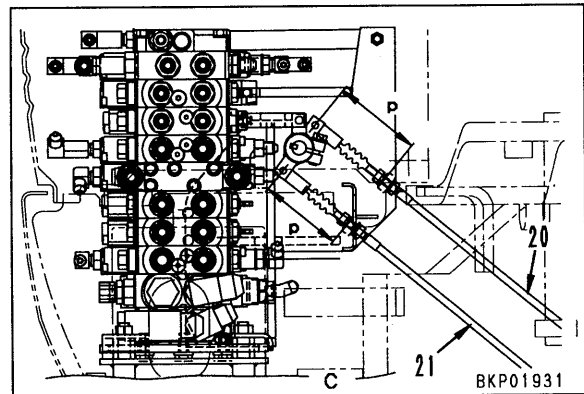
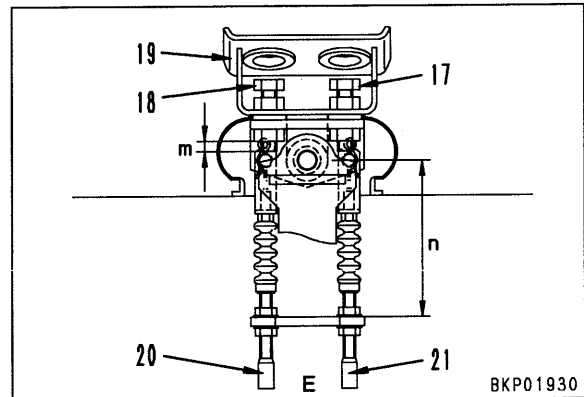
**3. Adjusting travel control lever**

- 1) Adjust front and rear stopper bolts (12) and (13) to dimension **h**, then place travel control lever (14) at the neutral position and tighten the locknut temporarily.
 - Temporary mounting dimension **h**: 12.1 mm
- 2) Adjust the yoke portion at the lever end of cables (15) and (16) to dimension **i**.
 - Mounting dimension **i**: 128.2 mm
- 3) Adjust the yoke portion at the valve end of cables (15) and (16) to dimension **j**.
 - Mounting dimension **j**: 91 mm
 - ★ When installing the yoke to the cable, screw dimension **k** of the thread into the yoke.
 - Dimension **k** for screwing in yoke: 8 mm
- 4) Loosen stopper bolts (12) and (13) and retract fully.
- 5) Operate travel control lever (14) fully to the front and rear, adjust so that it contacts stopper bolts (12) and (13) at each position, then tighten the locknut.

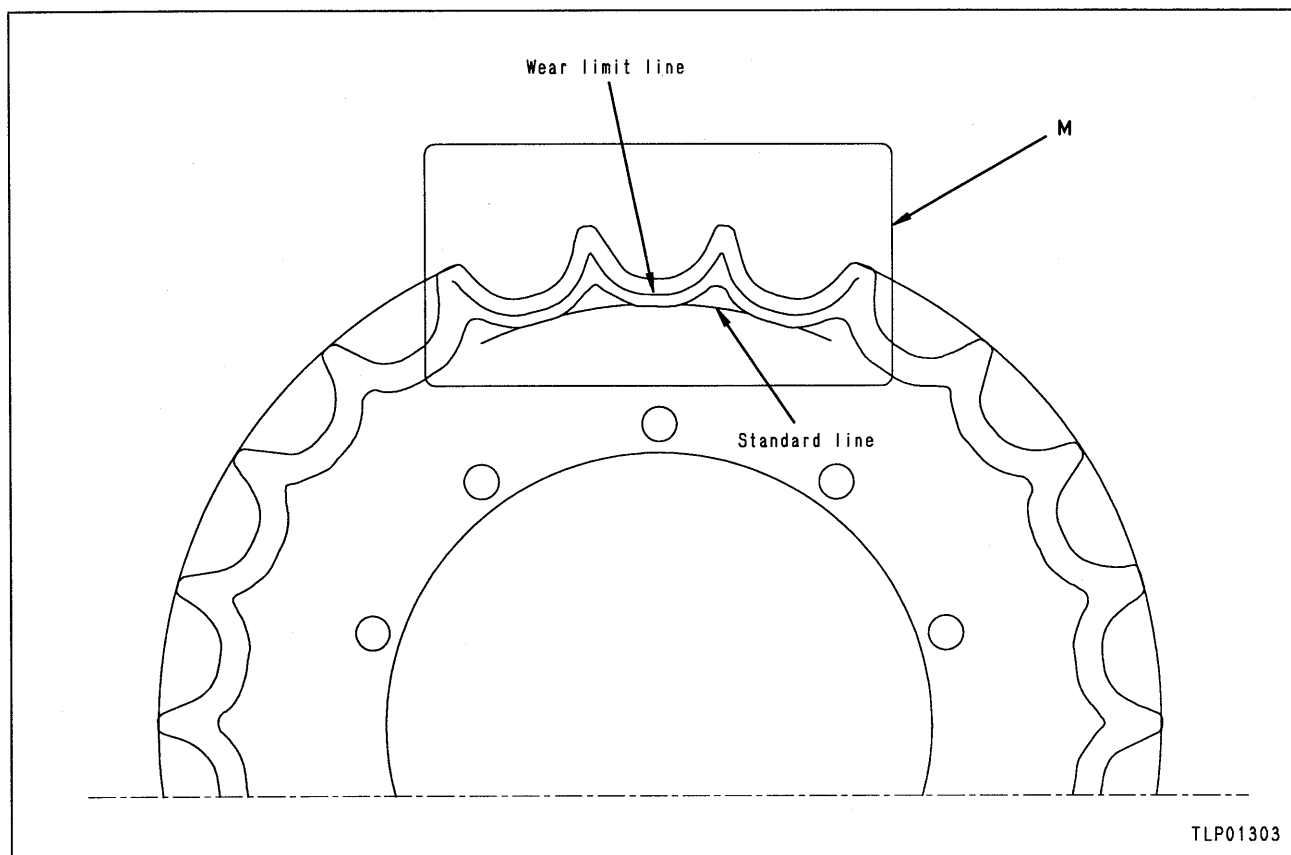


4. Adjusting boom swing control pedal

- 1) Adjust front and rear stopper bolts (17) and (18) to dimension **m**, then place boom swing control pedal (19) at the neutral position and tighten the locknut temporarily.
 - Temporary mounting dimension **m**: 00 mm
- 2) Adjust the yoke portion at the lever end of cables (20) and (21) to dimension **n**.
 - Mounting dimension **n**: 91 mm
- 3) Adjust the yoke portion at the lever end of cables (20) and (21) to dimension **p**.
 - Mounting dimension **p**: 91 mm
- 4) Loosen stopper bolts (17) and (18) and retract fully.
- 5) Operate boom swing control pedal (19) fully to the front and rear, adjust so that it contacts stopper bolts (17) and (18) at each position, then tighten the locknut.



MEASURING SPROCKET WEAR

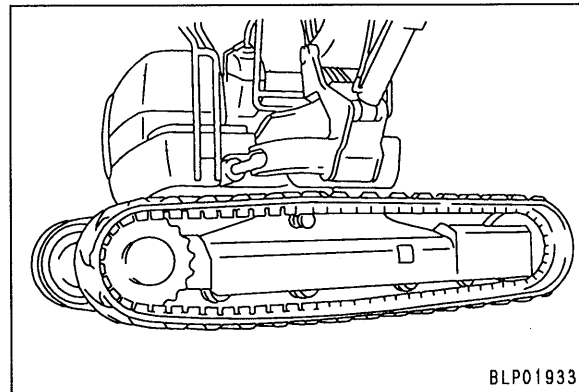
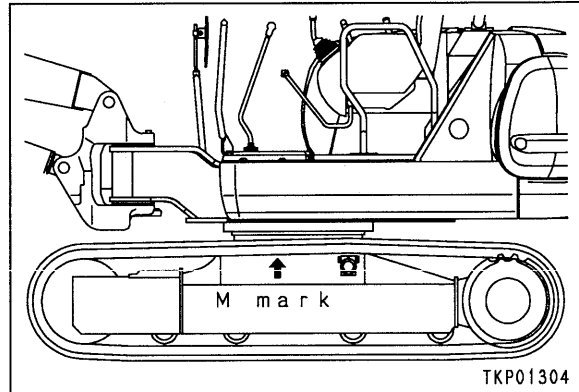


1. Remove the track shoe assembly.
 - ★ For details, see DISASSEMBLY AND ASSEMBLY, REMOVAL OF RUBBER SHOE ASSEMBLY or REMOVAL OF STEEL SHOE ASSEMBLY.
2. Align wear gauge **M** with the sprocket.
 - ★ Align the standard line, then align the wave shape of the sprocket with the wave shape of the wear gauge.
3. Judge the sprocket wear.
 - ★ If the wave shape of the sprocket is above the wear limit line: It is possible to continue to use the sprocket.
 - ★ If the wave shape of the sprocket has reached the wear limit line: Replace the sprocket with a new part.

TESTING AND ADJUSTING TRACK SHOE TENSION

Testing

1. Move the machine forward or backward to set the connection of the rubber shoe (M mark) at the top at the center of the track between the idler and sprocket.
★ Rubber shoe specification machine only.
2. Using the boom and arm, push up the track on the side being inspected.
3. Measure clearance **a** between the tread of the track roller and the top surface of the track link.
★ Measure at the 3rd track roller from the sprocket.
• Standard clearance (tension)
Rubber shoe : 14 – 19 mm (PC30R, 35R)
 : 20 – 25 mm (PC40R, 45R)
Steel shoe : 30 – 50 mm



Adjusting

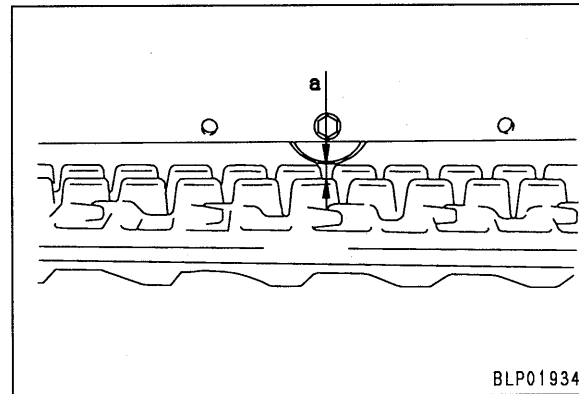
- ★ If the track shoe tension is not within the standard value, adjust as follows.

1. If tension is too tight

Slowly loosen valve (1) and release grease.

⚠ There is danger that the valve may fly out under the high internal pressure of the grease, so never loosen the valve more than 1 turn.

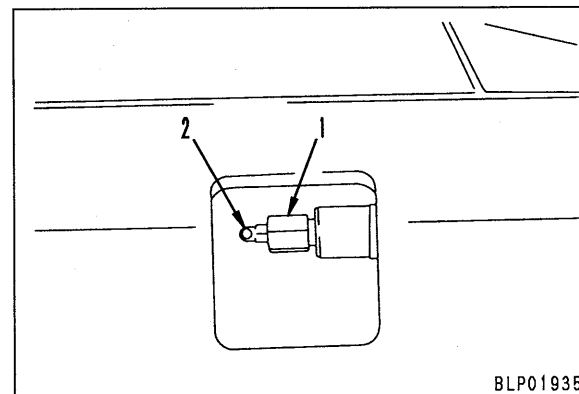
- ★ If the grease does not come out easily, move the machine backwards or forwards slowly.



2. If tension is too loose

Pump in grease through grease fitting (2).

- ★ If the track tension does not increase easily, move the machine backwards or forwards slowly.



TESTING AND ADJUSTING HYDRAULIC PRESSURE IN WORK EQUIPMENT, SWING, TRAVEL CIRCUIT

Measuring

★ Oil temperature when measuring: 45 – 55°C

⚠ Before removing the oil pressure measurement plug, release the pressure inside the hydraulic tank. For details, see **RELEASING REMAINING PRESSURE FROM HYDRAULIC TANK**.

⚠ After installing the oil pressure gauge, pressurize the hydraulic tank. For details, see **PRESSURIZING HYDRAULIC TANK**.

1. Measuring unload oil pressure

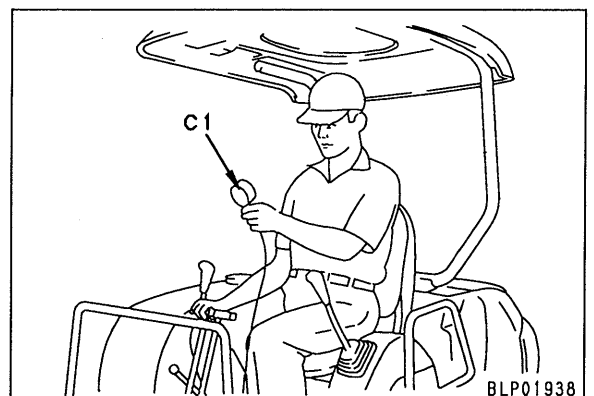
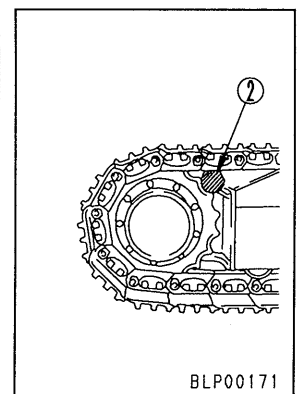
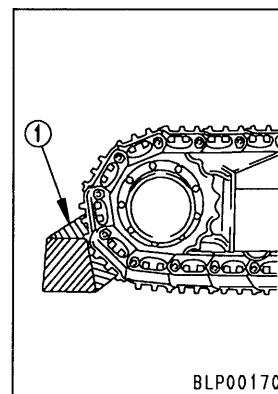
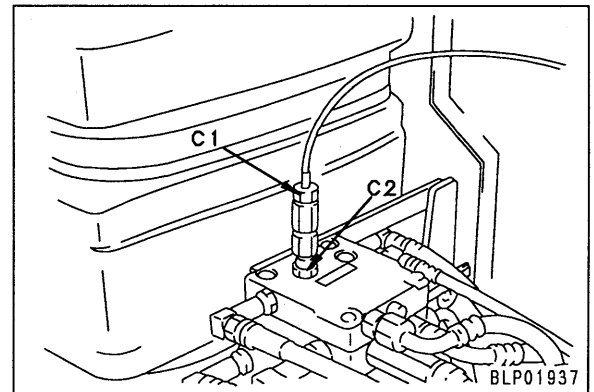
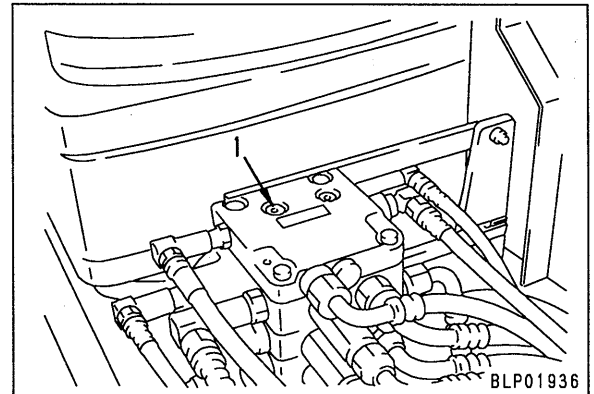
- 1) Remove oil pressure measurement plug (1) (Thread dia.=10mm, Pitch=1.25mm).
- 2) Fit nipple **C2**, then install oil pressure gauge **C1** (39.2 MPa {400 kg/cm²}).
- 3) Run the engine at full throttle and measure the oil pressure with all levers at HOLD.

2. Measuring work equipment and travel relief pressure

- 1) Remove oil pressure measurement plug (1) (Thread dia.=10mm, Pitch=1.25mm).
- 2) Fit nipple **C2**, then install oil pressure gauge **C1** (39.2 MPa {400 kg/cm²}).
- 3) Run the engine at full throttle and measure the oil pressure with each actuator operated to relief.

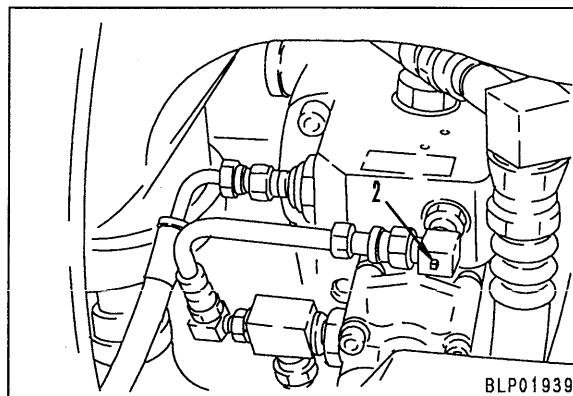
⚠ For the work equipment, operate each cylinder to the end of its stroke.

⚠ For the travel, lock the track by fitting block ① under the track shoe grouser or by fitting block ② between the sprocket and frame.



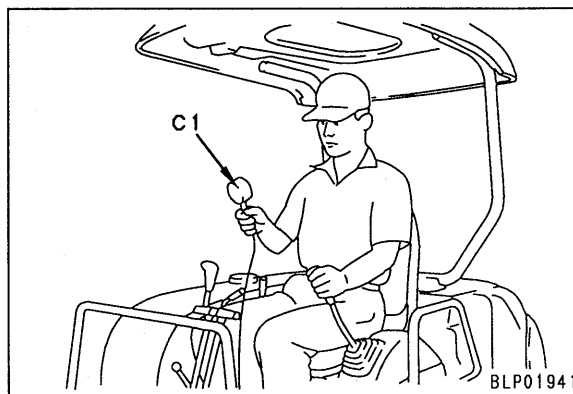
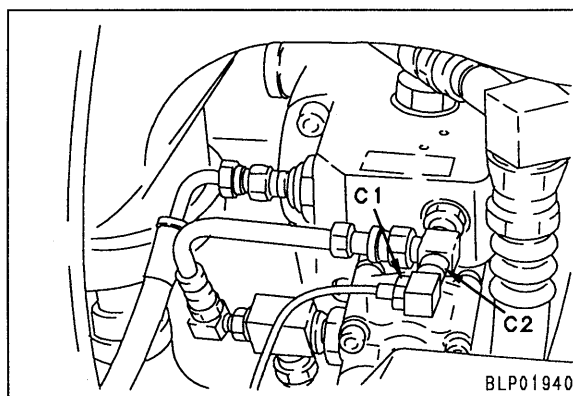
3. Measuring swing relief pressure

- 1) Remove oil pressure measurement plug (2) (PT1/8).



- 2) Fit nipple **C2**, then install oil pressure gauge **C1** (39.2 MPa {400 kg/cm²}).
- 3) Run the engine at full throttle and measure the oil pressure with the swing relieved.


! For the swing, use the work equipment, and lock securely.

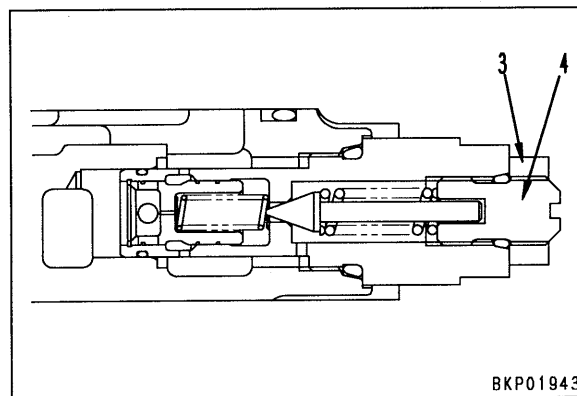
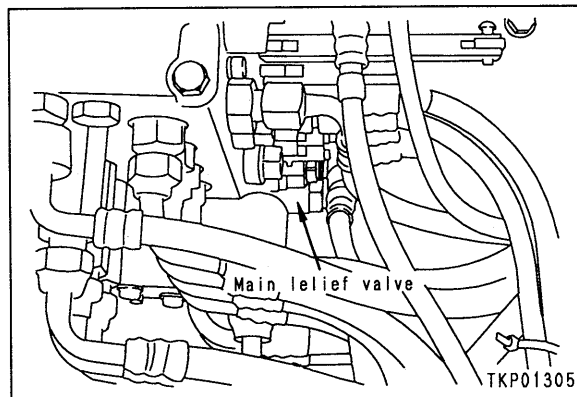



Adjusting

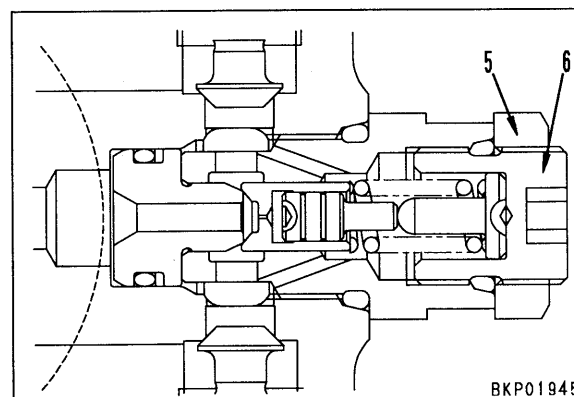
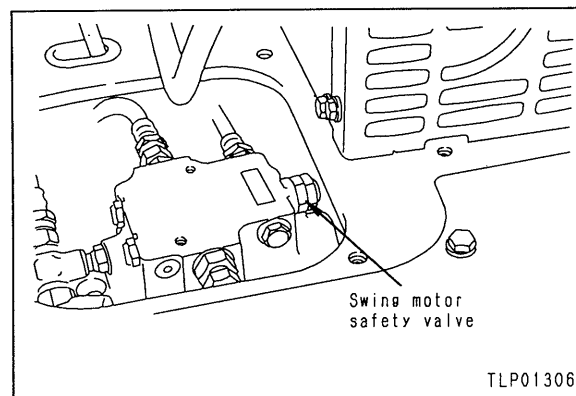
- ★ The unload valve cannot be adjusted.

1. Adjusting main relief valve

- ★ If the work equipment and travel relief pressure is not normal, adjust the main relief valve as follows.
- 1) Loosen locknut (3) and turn adjustment screw (4) to adjust.
 - ★ Turn the adjustment screw to adjust as follows.
 - To INCREASE pressure, turn CLOCKWISE
 - To DECREASE pressure, turn COUNTERCLOCKWISE
 - ★ Amount of adjustment for one turn of adjustment screw: 12.6 MPa {128 kg/cm²}
 - 2) After adjusting, tighten locknut (3).
-  Locknut: **69 ± 10 Nm {6 ± 1 kgm}**
- ★ After completion of adjustment, repeat the measurement procedure above to check the oil pressure again.

**2. Swing motor safety valve**

- ★ If the swing relief pressure is not normal, adjust the swing motor safety valve as follows.
- 1) Loosen locknut (5) and turn adjustment screw (6) to adjust.
 - ★ Turn the adjustment screw as follows.
 - To INCREASE pressure, turn CLOCKWISE
 - To DECREASE pressure, turn COUNTERCLOCKWISE
 - ★ Amount of adjustment for one turn of adjustment screw: 17.54 MPa {179 kg/cm²}
 - 2) After adjusting, tighten locknut (5).
-  Locknut: **90.65 ± 12.25 Nm {9.25 ± 1.25 kgm}**
- ★ After completion of adjustment, repeat the measurement procedure above to check the oil pressure again.



TESTING AND ADJUSTING LS DIFFERENTIAL PRESSURE

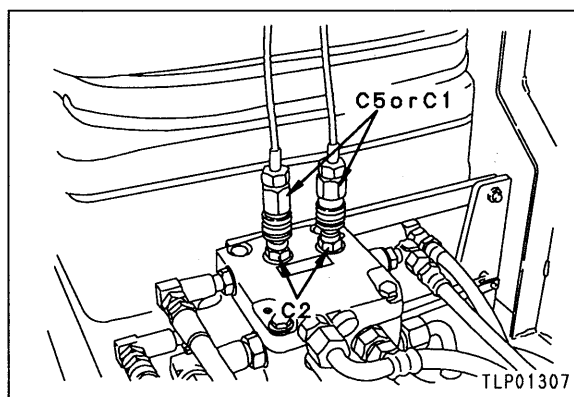
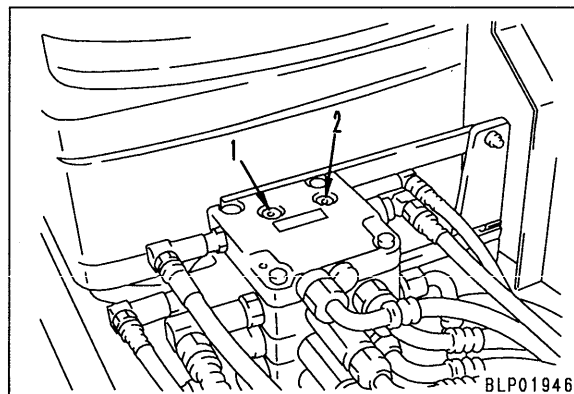
Measuring

1. Measuring with differential pressure gauge

- 1) Remove oil pressure measurement plugs (1) and (2) (Thread dia.=10mm, Pitch=1.25mm).
- 2) Fit nipple **C2**, then install differential pressure gauge **C5**.
 - ★ Connect pump discharge pressure (1) to the high-pressure side of the differential pressure gauge and LS pressure (2) to the low-pressure side.
- 3) Using the work equipment, push up the track on one side.
- 4) Run the engine at full throttle, set to the conditions in the table, and measure the LS differential pressure.

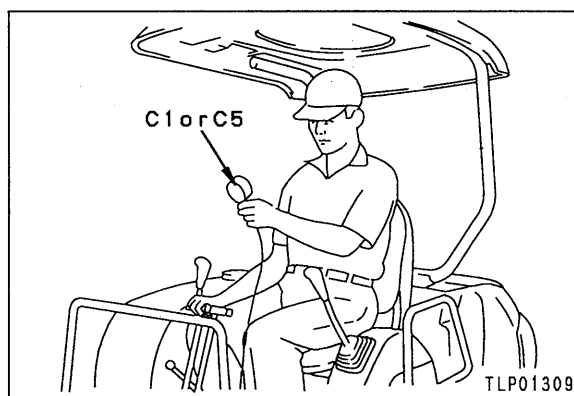
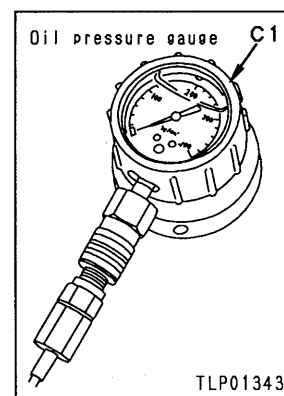
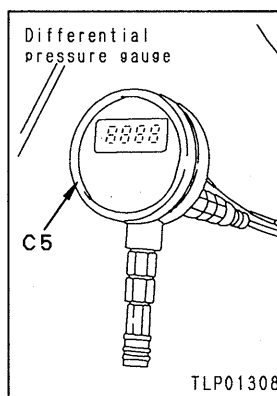
Table

Travel lever	LS differential pressure MPa{kg/cm ² }	Remarks
Neutral	4.41 ± 0.49 { 45 ± 5 }	LS differential pressure becomes same as unload pressure
Half (travel rotates freely)	1.57 ± 0.1 { 16 ± 1 }	



2. Measuring with oil pressure gauge

- ★ The differential pressure at its maximum is less than 1.96 MPa {20 kg/cm²}, so measure with the same pressure gauge.
- 1) Remove oil pressure measurement plugs (1) and (2) (Thread dia.=10mm, Pitch=1.25mm).
 - 2) Fit nipple **C2**, then install oil pressure gauge **C1** (39.2 MPa {400 kg/cm²}).
 - ★ Use a gauge with a scale in units of 1.0 MPa {10 kg/cm²}.
 - 3) Using the work equipment, push up the track on one side.
 - 4) Run the engine at full throttle, set to the conditions in the table, and measure the pump discharge pressure.
 - ★ Read the gauge indicator accurately from directly in front of it.
 - 5) Run the engine at full throttle, set to the conditions in the table, and measure the LS pressure.
 - ★ Read the gauge indicator accurately from directly in front of it.
 - 6) Calculate the LS differential pressure from the pump discharge pressure and the LS pressure.



Adjusting**1. Adjusting LS valve**

- ★ If the LS differential pressure is not normal, adjust the LS valve as follows.


- 1) Disconnect hose (3).
- 2) Loosen locknut (4) and turn adjustment screw (5) to adjust.

- ★ Turn the adjustment screw as follows.

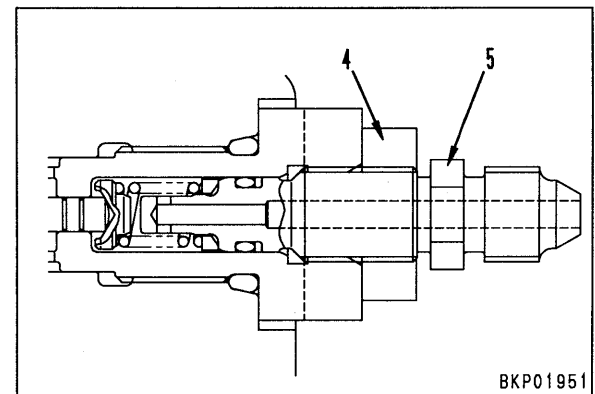
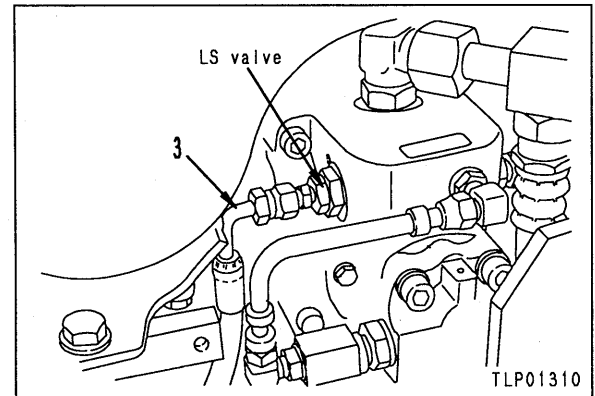
- To INCREASE pressure, turn CLOCKWISE
- To DECREASE pressure, turn COUNTER-CLOCKWISE

- ★ Amount of adjustment for one turn of adjustment screw: 127 MPa {13 kg/cm²} (LS differential pressure)


- 3) After adjusting, tighten locknut (4).

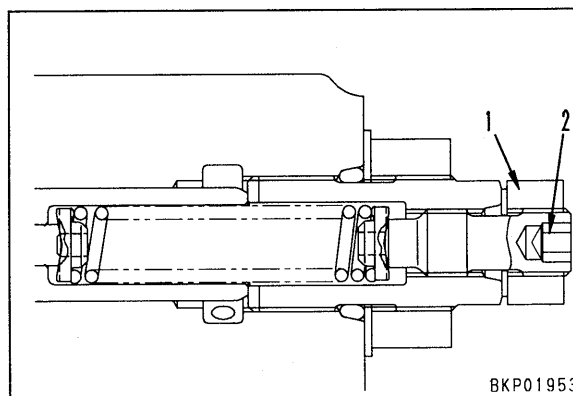
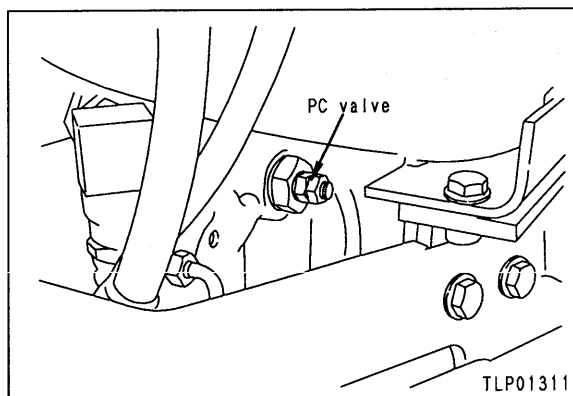
 Locknut : **59 ± 10 Nm {6 ± 1 kgm}**

- ★ After completion of adjustment, repeat the measurement procedure above to check the set pressure again.



ADJUSTING PC VALVE

- ★ If the load becomes high and the engine speed drops, or the engine speed remains normal and the work equipment becomes slower, but the pump discharge pressure and the LS differential pressure are normal, adjust the pump PC valve as follows.
 - ★ The PC valve is assembled inside the servo piston.
1. Loosen locknut (1) and turn adjustment screw (2) to adjust.
 - ★ Turn the adjustment screw as follows.
 - If the work equipment speed is slow:
Turn **CLOCKWISE** (INCREASE pump absorption torque)
 - If the engine speed drops:
Turn **COUNTERCLOCKWISE** (DECREASE pump absorption torque)
 - ★ Turn the adjustment screw within a range of 180° to the left and right.
 2. After adjusting, tighten locknut (1).
-  Locknut : $29.4 \pm 4.9 \text{ Nm}$ { $3 \pm 0.5 \text{ kgm}$ }

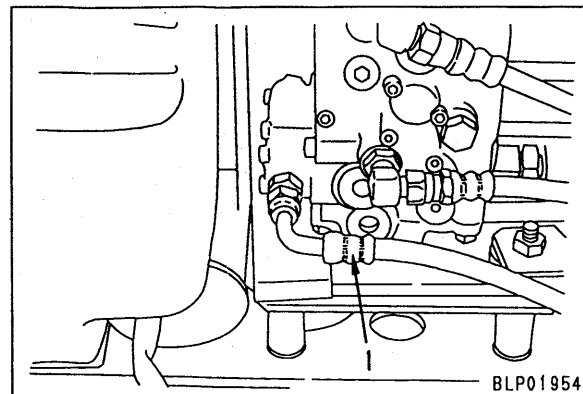


TESTING AND ADJUSTING CONTROL CIRCUIT PRESSURE

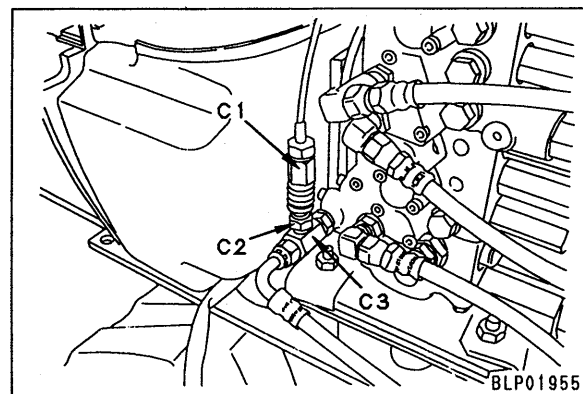
Measuring

★ Oil temperature when measuring: 45 – 55°C

1. Disconnect hose (1).

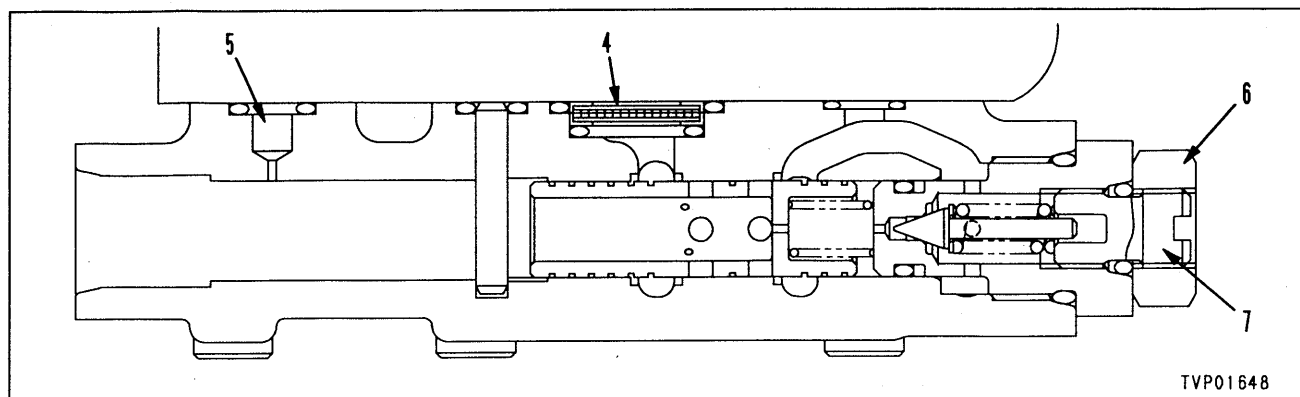
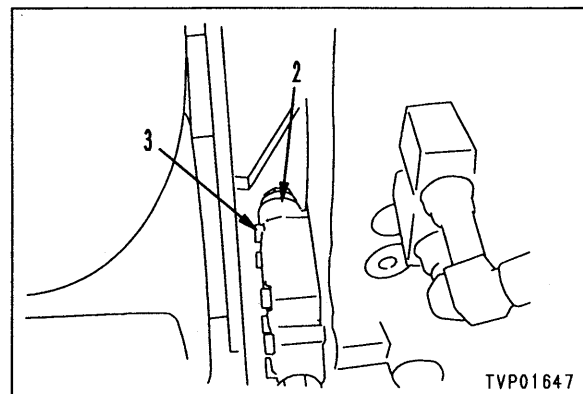


2. Fit adapter **C3** and nipple **C2**, then install oil pressure gauge **C1** (5.9 MPa {60 kg/cm²}).
3. Measure the oil pressure with the engine at full throttle and the control levers at HOLD.



Adjusting

1. In order to turning the adjustment screw, remove with self reducing pressure valve (2) still installed to the valve body.
2. Loosen 6 mounting bolts (3) of self reducing pressure valve, then remove sub assembly. When doing this, be extremely careful not to drop coin filter (4) and poppet (5). (They are small and easy to lose.)



3. With the parts as a sub assembly, turn relief valve locknut (6) and adjustment screw (7) to adjust. (There is no need to remove the relief valve.)

- ★ Amount of adjustment for one turn of adjustment screw: 0.98 MPa {10 kg/cm²}
 - Turn to RIGHT to INCREASE pressure
 - Turn to LEFT to DECREASE pressure
- ★ Amount of adjustment for one turn of adjustment screw: Amount of change in pressure

4. After adjusting, tighten locknut (6).

5. Installation

- 1) Taking care not to drop coin filter (4) and poppet (5), install the self pressure reducing valve sub assembly.
- 2) Tighten 6 mounting bolts (3).

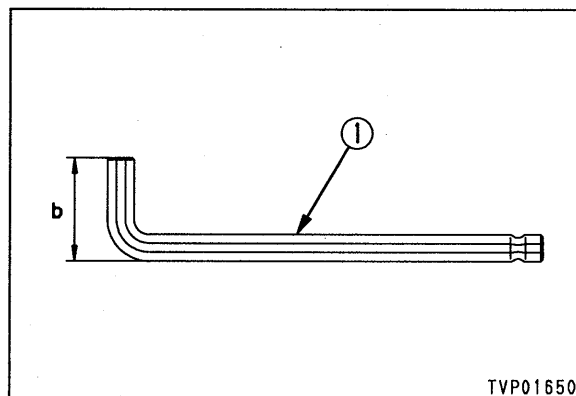
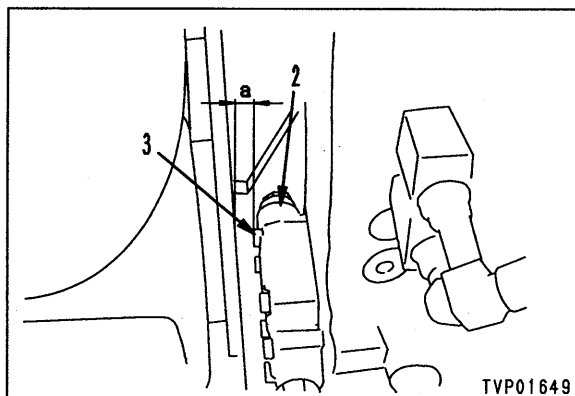


Mounting bolt:

11.25 ± 14.5 Nm {1.15 ± 0.15 kgm}

Note: Clearance **a** between the self reducing pressure valve (2) and the chassis parts is small, so special tool (1) (hexagon wrench, width across flats: 5 mm) is needed when removing or installing 6 mounting bolts (3) of self pressure reducing valve.

- ★ Dimension **b** of special tool ① is approx. 30 mm, but the dimension may change slightly because of the variation in the mounting position of the valve, so in such cases, adjust dimension **b**.



TESTING OUTPUT PRESSURE OF SOLENOID VALVE

★ Oil temperature when measuring: 45 – 55°C

1. Disconnect outlet hose (1) or (2) from the valve to be measured.
 - (1): PPC lock solenoid valve
 - (2): Travel boost solenoid valve
2. Fit adapter **C3** and nipple **C2**, then install oil pressure gauge **C1** (5.9 MPa {60 kg/cm²}).
3. Run the engine at full throttle, set to the conditions in Table 1, and measure the output pressure.

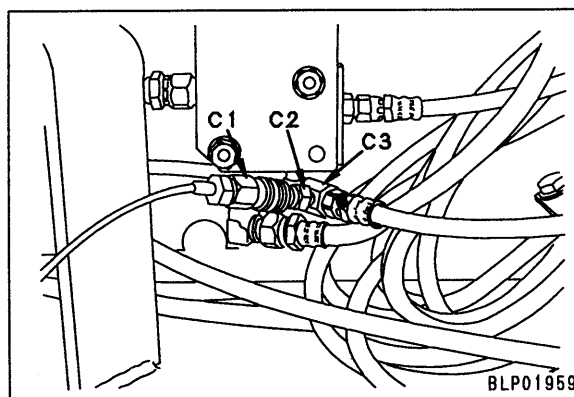
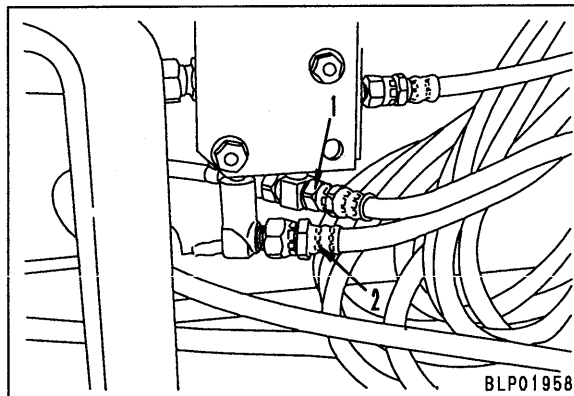
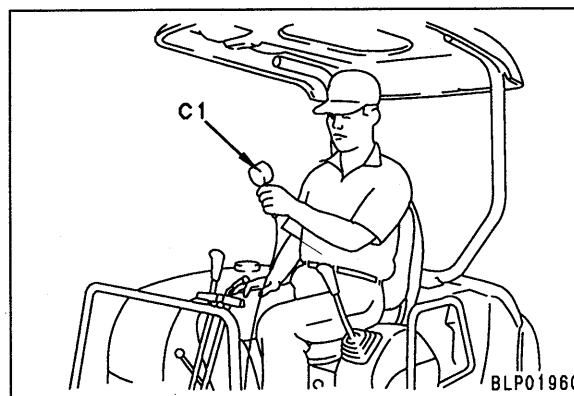


Table 1

No.	Valve	Measurement conditions	Actuation of solenoid	Oil pressure
1	PPC lock	Lock lever at LOCK	OFF	0 {0}
		Lock lever at FREE	ON	2.94 ^{+0.49} _{-0.1} {30 ⁺⁵ ₋₇ }
2	Travel boost	Boost pedal OFF	OFF	0 {0}
		Boost pedal ON	ON	2.94 ^{+0.49} _{-0.1} {30 ⁺⁵ ₋₇ }



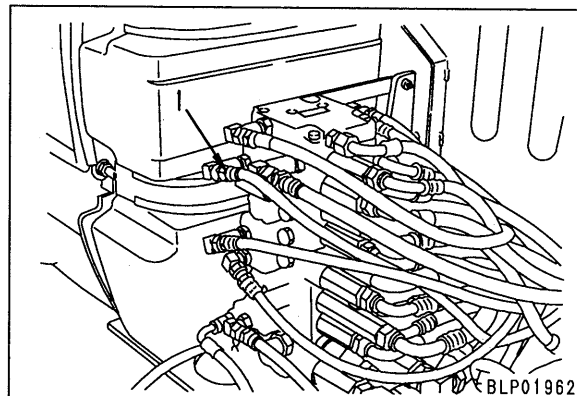
TESTING PPC VALVE OUTPUT PRESSURE AND SWING HOLDING BRAKE INLET PORT PRESSURE (PC20R)

★ Oil temperature when measuring: 45 – 55°C

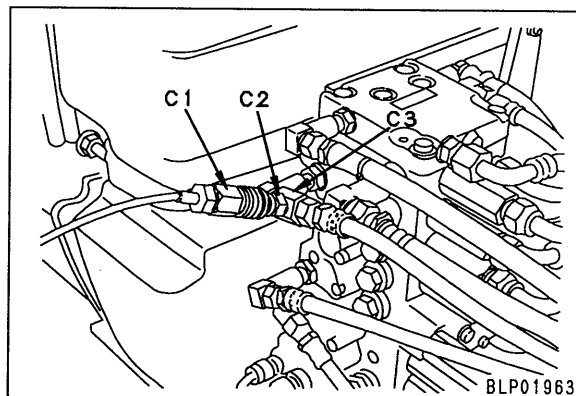
1. Measuring PPC valve output pressure

- 1) Disconnect PPC hose (1) of the circuit to be measured.

★ For details of the hose to disconnect, see the circuit diagram on the next page.

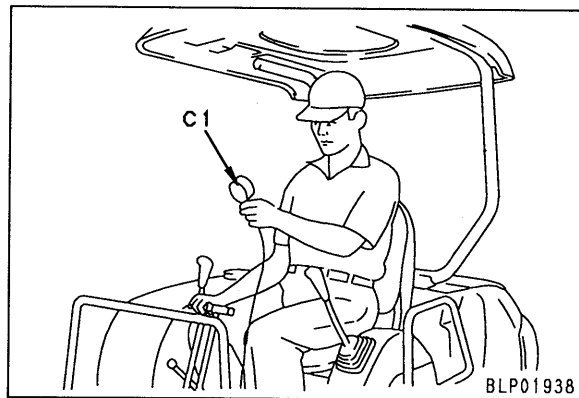


- 2) Fit adapter **C3** and nipple **C2**, then install oil pressure gauge **C1** (5.9 MPa {60 kg/cm²}).



- 3) Measure the output pressure with the engine at full throttle and the control lever operated.

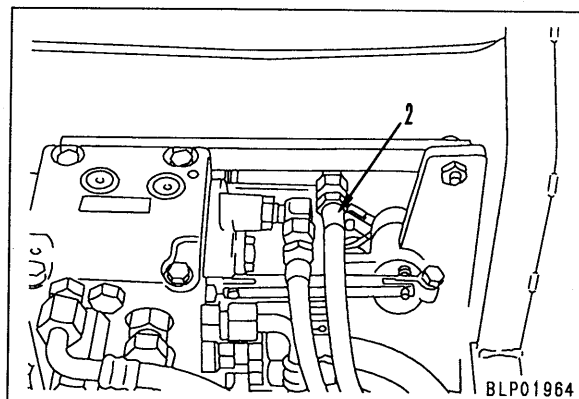
★ The standard value is the same as the control circuit pressure (when the control lever is operated fully).



2. Measuring swing holding brake inlet port pressure

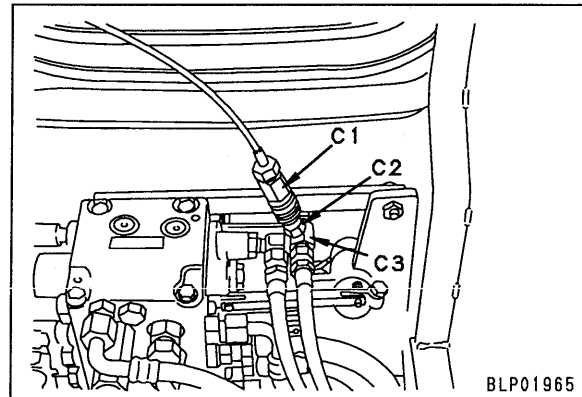
- 1) Disconnect hose (2).
- 2) Fit adapter **C3** and nipple **C2**, then install oil pressure gauge **C1** (5.9 MPa {60 kg/cm²}).
- 3) Measure the inlet port pressure with the engine at full throttle and the control lever operated to left swing, right swing, or arm IN.

★ The standard value is the same as the control circuit pressure (when the control lever is operated fully).

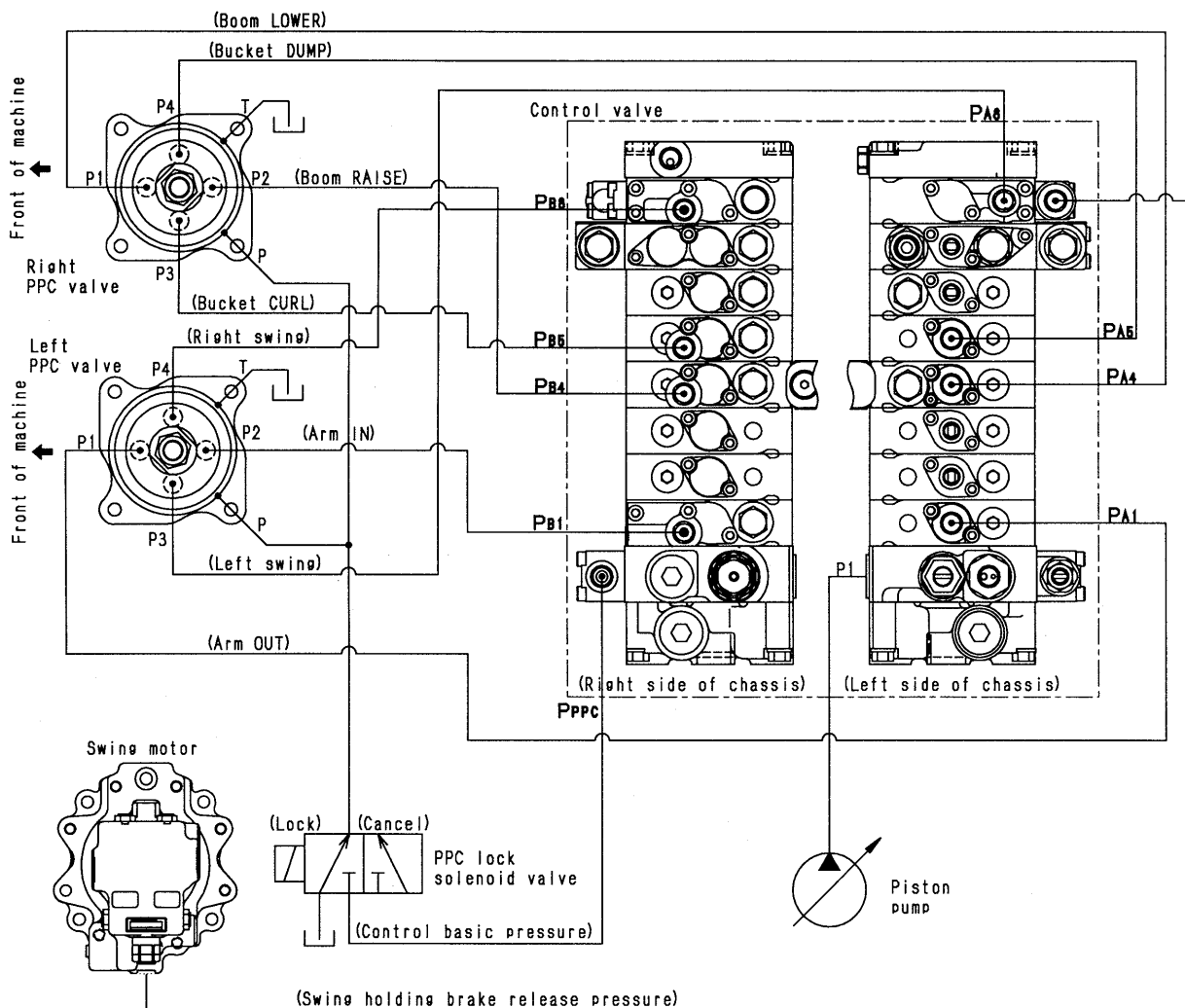


<Reference>

- If the PPC valve output pressure is normal for all of left swing, right swing, and arm IN, and the swing holding brake inlet port pressure is not normal for any of these operations, it can be judged that the PPC shuttle valve for the abnormal system is defective.
- The PPC shuttle valve is assembled inside the control valve spring case.



PPC valve and swing holding brake circuit diagram




★This diagram shows the connections for the JIS pattern.

TKP01313

ADJUSTING WORK EQUIPMENT, SWING PPC VALVE

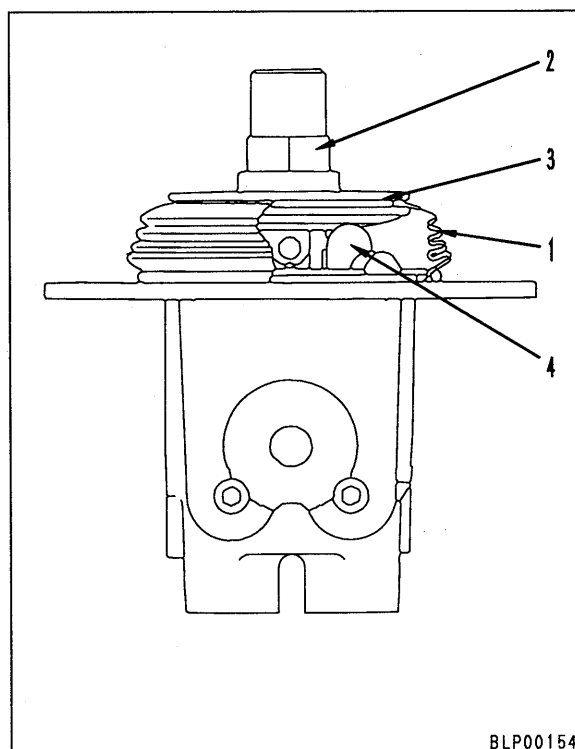
★ If there is excessive play in the work equipment or swing lever, adjust as follows.

1. Remove the PPC valve.
 - ★ For details, see DISASSEMBLY AND ASSEMBLY, REMOVAL OF PPC VALVE ASSEMBLY.
2. Remove boot (1).
3. Loosen locknut (2), then screw in disc (3) to a position where it contacts the heads of 4 pistons (4).
 - ★ When doing this, do not make the piston move.
4. Fix the position of disc (3), then tighten locknut (2) to the specified torque.

 Locknut : $113 \pm 15 \text{ Nm}$ ($11.5 \pm 1.5 \text{ kgm}$)

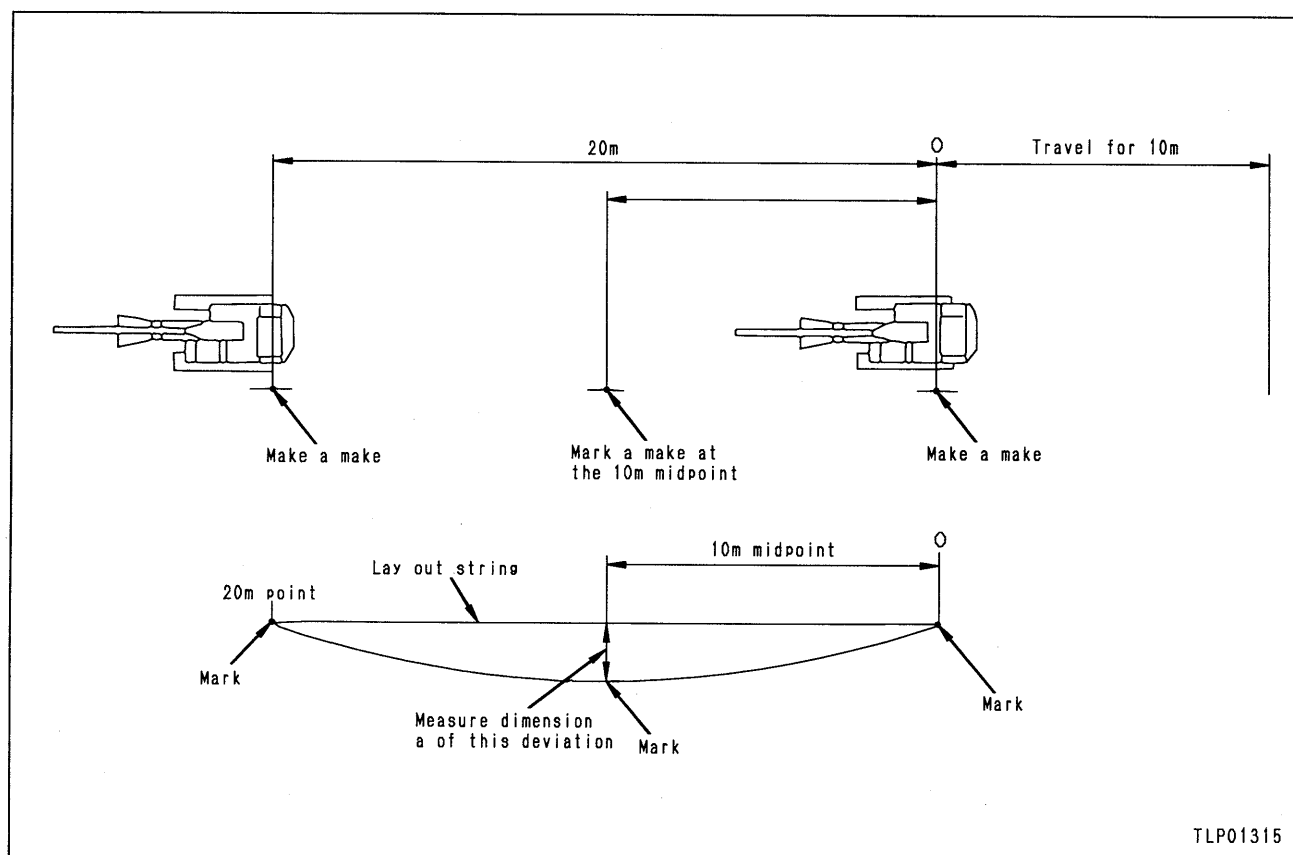
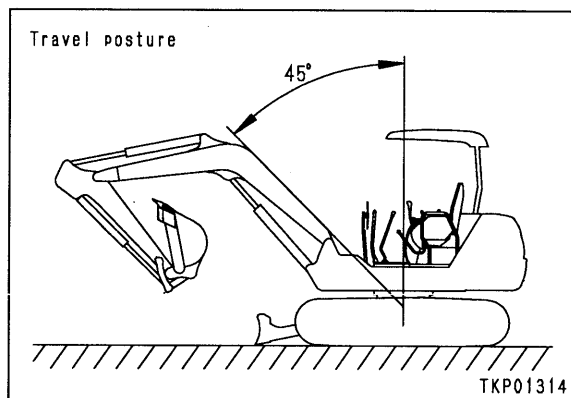
5. Install boot (1).

★ With the above adjustment, the clearance between disc (3) and piston (4) becomes 0.



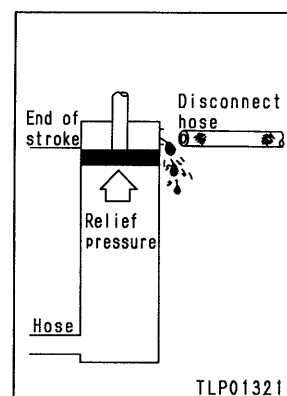
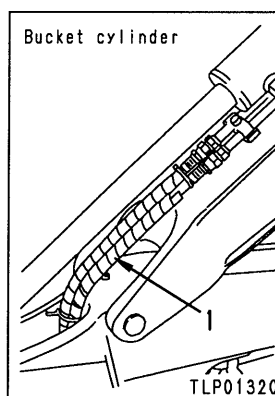
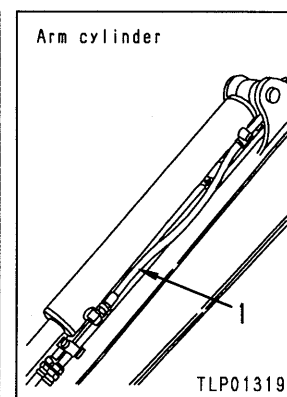
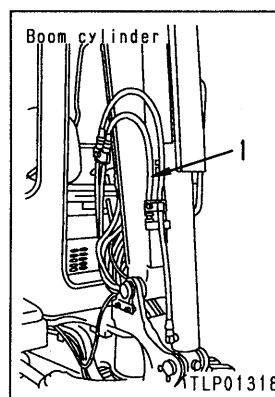
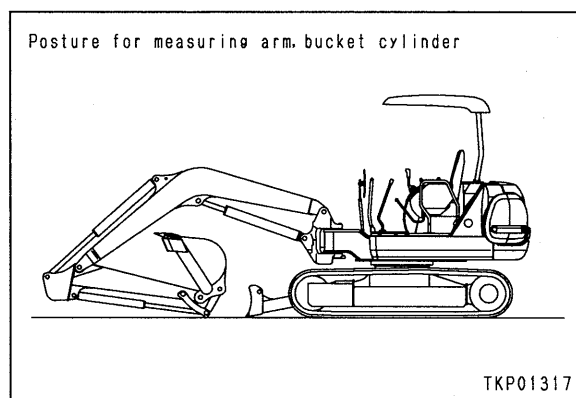
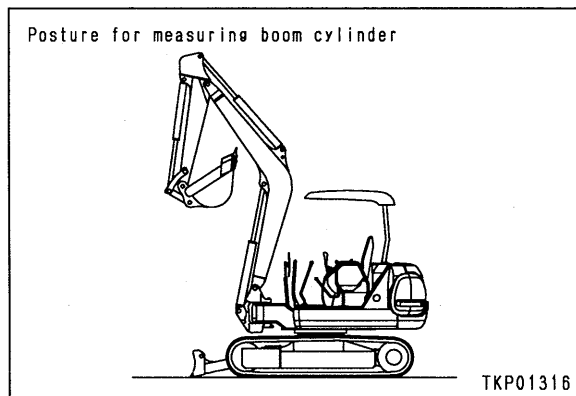
TESTING AND ADJUSTING TRAVEL DEVIATION

- ★ When traveling on flat ground
- 1. Set the machine in the travel posture.
 - ★ When setting the machine in the travel posture, extend the bucket and arm cylinder rod fully, and hold the boom at an angle of 45°.
- 2. Travel for 10m, then measure the deviation when traveling for the next 20m.
 - ★ Measure with the engine at full throttle.
 - ★ Install the oil pressure gauge and measure the pump discharge pressure at the same time.



TESTING OIL LEAKAGE

- ★ Oil temperature when measuring: 45 – 55°C
 - ★ If the hydraulic drift of the work equipment exceeds the standard value, carry out this operation to measure the leakage inside the cylinder to check if the cause of the hydraulic drift is in the cylinder or in the control valve.
 - If the leakage is within the standard value, the control valve is the cause.
 - If the leakage is not within the standard value, the cylinder is the cause.
1. Fully extend the rod of the work equipment cylinder to be measured, then stop the engine.
 2. Disconnect hose (1) at the head end and block the hose at the chassis end with a blind plug.
 - ⚠ Be careful not to disconnect the piping at the bottom end.
 3. Start the engine, run at full throttle, and apply relief pressure to the cylinder bottom end as follows.
 - ★ Boom cylinder: Boom RAISE
 - Arm cylinder: Arm IN
 - Bucket cylinder: Bucket CURL
 4. Wait for 30 seconds, then measure the leakage for the next one minute.



RELEASING REMAINING PRESSURE FROM HYDRAULIC CIRCUIT

! There is no accumulator installed, so the remaining pressure in the piping between the control valve and hydraulic cylinder or swing motor cannot be released by operating the control levers.

When the above piping is removed, be careful of the following points.

1. Run the engine at low idling, operate the hydraulic cylinders so that as far as possible the pressure is not relieved at the end of the stroke, lower the work equipment to the ground, then stop the engine.
 - ★ If the engine is stopped with the hydraulic circuit relieved and the hydraulic cylinder at the end of its stroke, do not carry out any work for 5 to 10 minutes.
2. When removing the piping, loosen the piping sleeve nut gradually to release the pressure remaining in the piping slowly, then remove the piping after the oil stops spurting out.

RELEASING REMAINING PRESSURE FROM HYDRAULIC TANK

! The hydraulic tank is a sealed type, so it is pressurized.

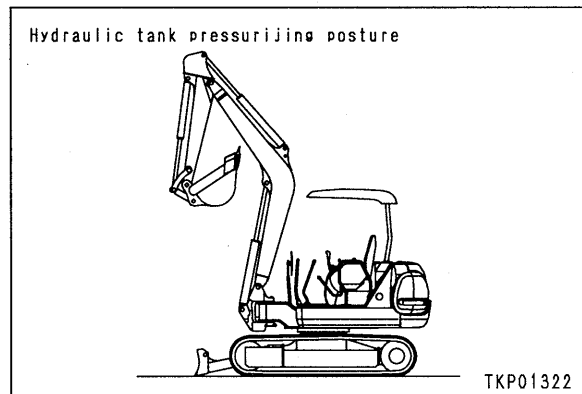
When removing the hoses or plugs installed to the hydraulic tank, release the remaining pressure in the hydraulic tank as follows.

1. Lower the work equipment to the ground and stop the engine.
2. Loosen the hydraulic tank oil filler plug slowly to release the pressure inside the hydraulic tank.

PRESSURIZING HYDRAULIC TANK

★ If the oil filler plug of the hydraulic tank has been removed, pressurize the hydraulic tank as follows.

1. Run the engine at low idling and set the work equipment to the pressurizing posture.
2. Stop the engine, open the hydraulic tank oil filler plug, then tighten it again.
 - ★ This operation pressurizes the hydraulic tank.
3. Start the engine and lower the work equipment to the ground.



BLEEDING AIR


Order for operations and procedure for bleeding air

Air bleeding item Nature of work	Air bleeding procedure						
	1	2	3	4	5	6	7
	Bleeding air from pump	Start engine	Bleeding air from cylinder	Bleeding air from swing motor	Bleeding air from travel motor	Pressurize hydraulic tank	Start operations
<ul style="list-style-type: none"> • Change hydraulic oil • Clean strainer 	○	→○	→○	→○ (Note)	→○ (Note)	→○	→○
<ul style="list-style-type: none"> • Replace return filter element 		○				→○	→○
<ul style="list-style-type: none"> • Replace, repair pump • Remove suction piping 	○	→○	→○			→○	→○
<ul style="list-style-type: none"> • Replace, repair control valve 		○	→○			→○	→○
<ul style="list-style-type: none"> • Replace, repair cylinder • Remove cylinder piping 		○	→○			→○	→○
<ul style="list-style-type: none"> • Replace, repair swing motor • Remove swing motor piping 		○		→○		→○	→○
<ul style="list-style-type: none"> • Replace, repair travel motor, swivel • Remove travel motor, swivel piping 		○			→○	→○	→○

Note : leed the air from the swing motor and travel motor only when the oil inside the motor case has been drained.

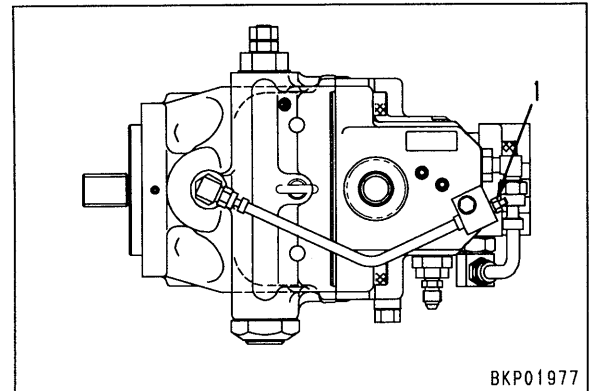
1. Bleeding air from pump

- Loosen air bleed plug (1), and bleed the air from the plug hole.
 - ★ When no more air comes out with the oil, the bleeding operation is completed.
- Tighten air bleed plug (1).

 Air bleed plug :

8.8 ± 1 Nm {0.9 ± 1 kgm}

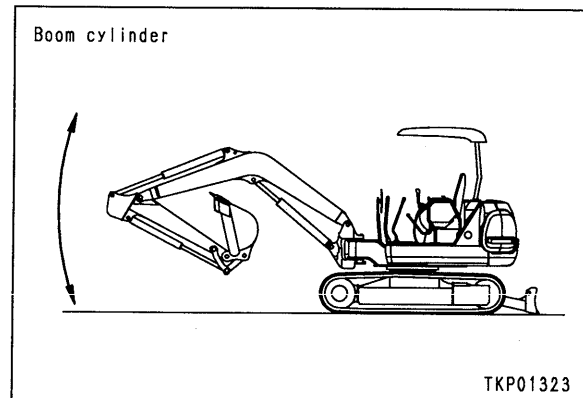
- ★ Precautions when starting the engine
After completing the above procedure and starting the engine, run the engine at low idling for 10 minutes.



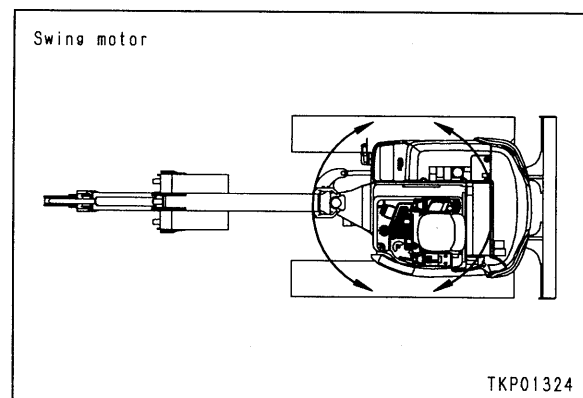
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2. Bleeding air from hydraulic cylinders

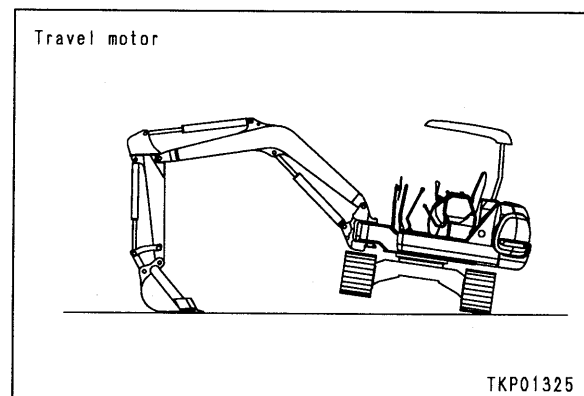
- 1) Start the engine and run at idling for approx. 5 minutes.
- 2) Run the engine at low idling, and raise and lower the boom 4 – 5 times in succession.
 - ★ Operate the piston rod to approx. 100 mm before the end of its stroke. Do not relieve the circuit under any circumstances.
- 3) Run the engine at full throttle and repeat Step 2). After that, run the engine at low idling, and operate the piston rod to the end of its stroke to relieve the circuit.
- 4) Repeat Steps 2) and 3) to bleed the air from the arm, bucket, boom swing, and blade cylinders.

**3. Bleeding air from swing motor**

- 1) Run the engine at low idling and swing 3 turns to the left.
- 2) Next, swing 3 turns to the right.

**4. Bleeding air from travel motor**

- 1) Run the engine at low idling and use the work equipment to raise the track on the left side.
- 2) Run the engine at low idling, and rotate the track on the left side under no load for approx. 30 seconds.
- 3) Repeat Steps 1) and 2) for the track on the right side.

**5. Pressurizing hydraulic tank**

- 1) Before pressurizing the hydraulic tank, check the hydraulic oil level.
- 2) Pressurize the hydraulic tank. For details, see PRESSURIZING HYDRAULIC TANK.

TROUBLESHOOTING

Points to remember when troubleshooting	20-202
Sequence of events in troubleshooting	20-203
Points to remember when carrying out maintenance	20-204
Checks before troubleshooting	20-212
Connector types and mounting locations.....	20-213
Connection table for connector pin numbers.....	20-216
Method of using troubleshooting charts	20-226
Troubleshooting of electrical system (E mode)	20-301
Troubleshooting of hydraulic and mechanical system (H mode)	20-401
Troubleshooting of machine monitor system (M mode)	20-501

POINTS TO REMEMBER WHEN TROUBLESHOOTING

- ⚠ Stop the machine in a level place, and check that the safety pin, blocks, and parking brake are securely fitted.
- ⚠ When carrying out the operation with two or more workers, keep strictly to the agreed signals, and do not allow any unauthorized person to come near.
- ⚠ If the radiator cap is removed when the engine is hot, hot water may spurt out and cause burns, so wait for the engine to cool down before starting troubleshooting.
- ⚠ Be extremely careful not to touch any hot parts or to get caught in any rotating parts.
- ⚠ When disconnecting wiring, always disconnect the negative (-) terminal of the battery first.
- ⚠ When removing the plug or cap from a location which is under pressure from oil, water, or air, always release the internal pressure first. When installing measuring equipment, be sure to connect it properly.

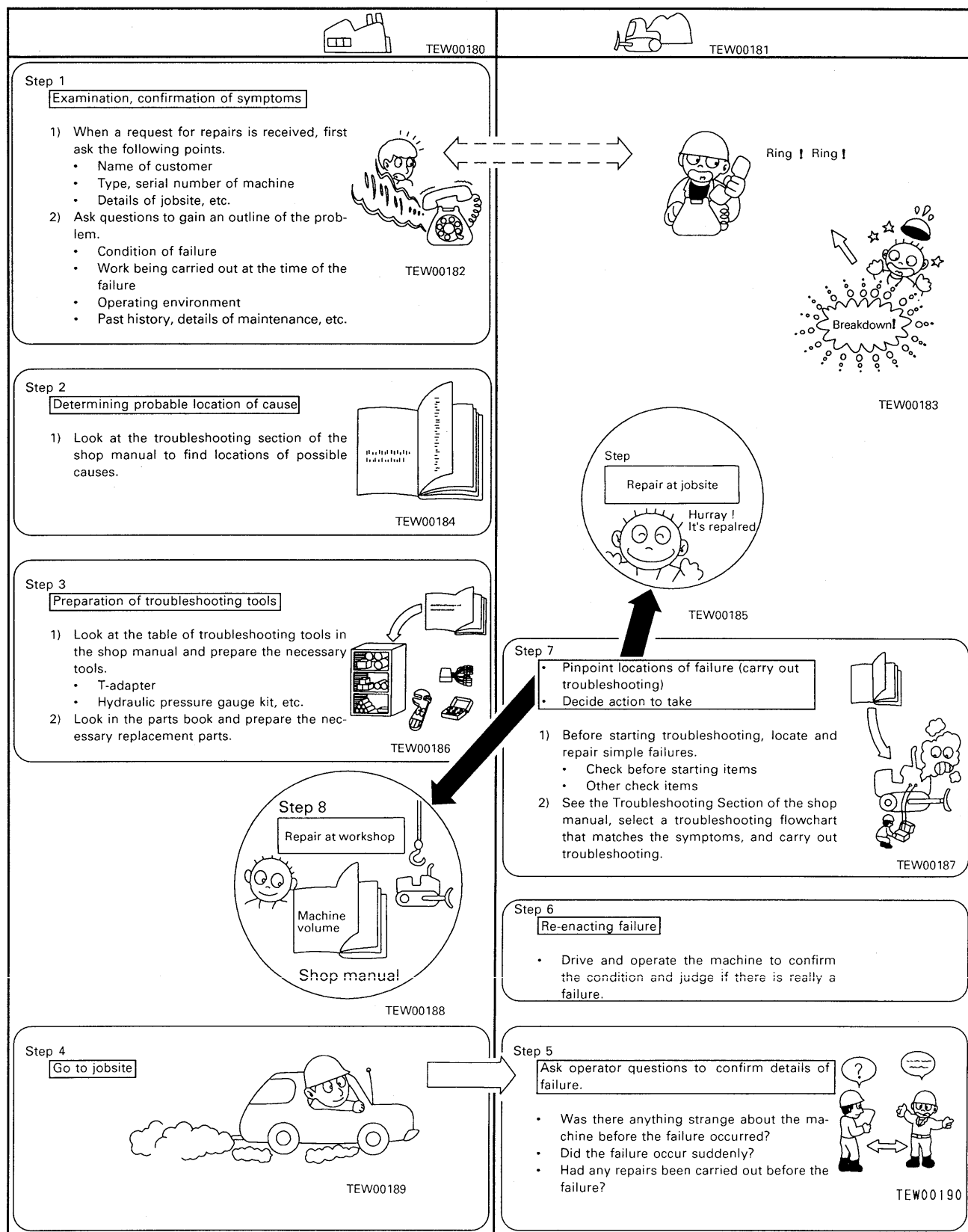
The aim of troubleshooting is to pinpoint the basic cause of the failure, to carry out repairs swiftly, and to prevent reoccurrence of the failure.

When carrying out troubleshooting, an important point is of course to understand the structure and function. However, a short cut to effective troubleshooting is to ask the operator various questions to form some idea of possible causes of the failure that would produce the reported symptoms.

1. When carrying out troubleshooting, do not hurry to disassemble the components.
If components are disassembled immediately any failure occurs:
 - Parts that have no connection with the failure or other unnecessary parts will be disassembled.
 - It will become impossible to find the cause of the failure.

It will also cause a waste of manhours, parts, or oil or grease, and at the same time, will also lose the confidence of the user or operator.
For this reason, when carrying out troubleshooting, it is necessary to carry out thorough prior investigation and to carry out troubleshooting in accordance with the fixed procedure.
2. Points to ask user or operator
 - 1) Have any other problems occurred apart from the problem that had been reported?
 - 2) Was there anything strange about the machine before the failure occurred?
 - 3) Did the failure occur suddenly, or were there problems with the machine condition before this?
 - 4) Under what conditions did the failure occur?
 - 5) Had any repairs been carried out before the failure?
When were these repairs carried out?
 - 6) Has the same kind of failure occurred before?
3. Check before troubleshooting
 - 1) Were there abnormal symptoms about the machine?
- 2) Check checking items before starting.
- 3) Check other checking items.
- 4) Other maintenance items can be checked externally, so check any item that is considered to be necessary.
4. Confirming failure
Confirm the extent of the failure yourself, and judge whether to handle it as a real failure or as a problem with the method of operation, etc.
 - ★ When operating the machine to reenact the troubleshooting symptoms, do not carry out any investigation or measurement that may make the problem worse.
5. Troubleshooting
Use the results of the investigation and inspection in Items 2 – 4 to narrow down the causes of failure, then use the troubleshooting flowchart to locate the position of the failure exactly.
 - ★ The basic procedure for troubleshooting is as follows.
 - 1) Start from the simple points.
 - 2) Start from the most likely points.
 - 3) Investigate other related parts or information.
6. Measures to remove root cause of failure
Even if the failure is repaired, if the root cause of the failure is not repaired, the same failure will occur again.
To prevent this, always investigate why the problem occurred. Then, remove the root cause.

SEQUENCE OF EVENTS IN TROUBLESHOOTING



POINTS TO REMEMBER WHEN CARRYING OUT MAINTENANCE

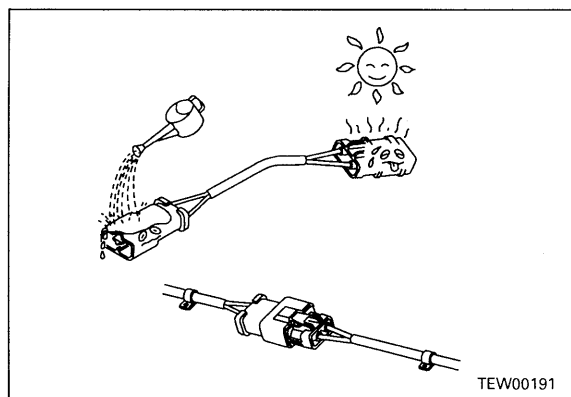
To maintain the performance of the machine over a long period, and to prevent failures or other troubles before they occur, correct operation, maintenance and inspection, troubleshooting, and repairs must be carried out. This section deals particularly with correct repair procedures for mechatronics and is aimed at improving the quality of repairs. For this purpose, it gives sections on "Handling electric equipment" and "Handling hydraulic equipment" (particularly gear oil and hydraulic oil).

1. POINTS TO REMEMBER WHEN HANDLING ELECTRIC EQUIPMENT

1) Handling wiring harnesses and connectors

Wiring harnesses consist of wiring connecting one component to another component, connectors used for connecting and disconnecting one wire from another wire, and protectors or tubes used for protecting the wiring.

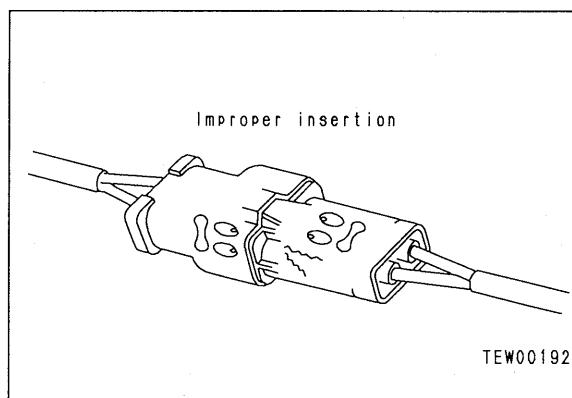
Compared with other electrical components fitted in boxes or cases, wiring harnesses are more likely to be affected by the direct effects of rain, water, heat, or vibration. Furthermore, during inspection and repair operations, they are frequently removed and installed again, so they are likely to suffer deformation or damage. For this reason, it is necessary to be extremely careful when handling wiring harnesses.



Main failures occurring in wiring harness

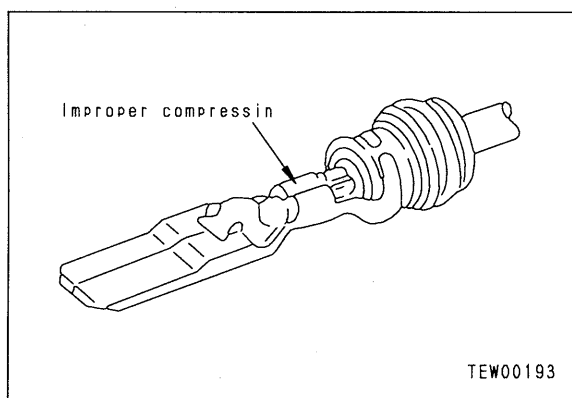
① Defective contact of connectors (defective contact between male and female)

Problems with defective contact are likely to occur because the male connector is not properly inserted into the female connector, or because one or both of the connectors is deformed or the position is not correctly aligned, or because there is corrosion or oxidization of the contact surfaces.



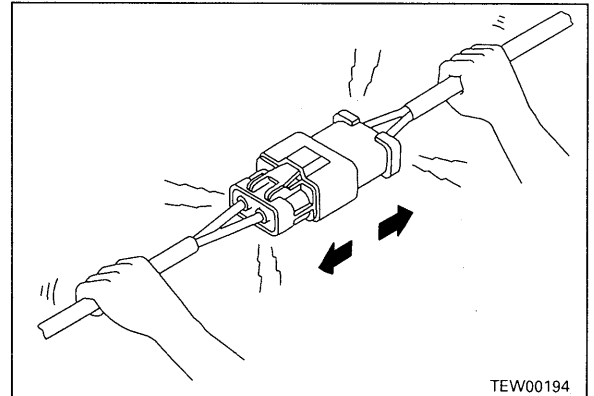
② Defective crimping or soldering of connectors

The pins of the male and female connectors are in contact at the crimped terminal or soldered portion, but if there is excessive force brought to bear on the wiring, the plating at the joint will peel and cause improper connection or breakage.



③ Disconnections in wiring

If the wiring is held and the connectors are pulled apart, or components are lifted with a crane with the wiring still connected, or a heavy object hits the wiring, the crimping of the connector may separate, or the soldering may be damaged, or the wiring may be broken.

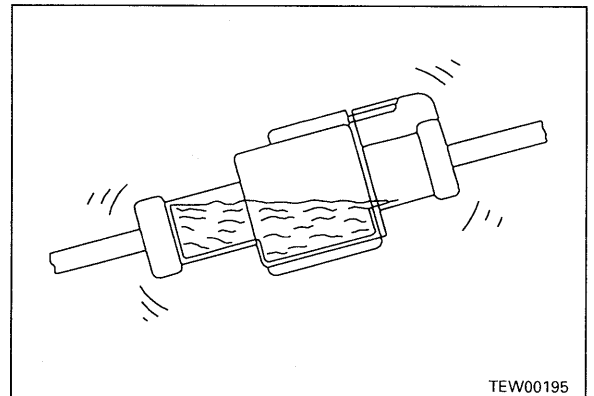


TEW00194

④ High-pressure water entering connector

The connector is designed to make it difficult for water to enter (drip-proof structure), but if high-pressure water is sprayed directly on the connector, water may enter the connector, depending on the direction of the water jet.

As already said, the connector is designed to prevent water from entering, but at the same time, if water does enter, it is difficult for it to be drained. Therefore, if water should get into the connector, the pins will be short-circuited by the water, so if any water gets in, immediately dry the connector or take other appropriate action before passing electricity through it.



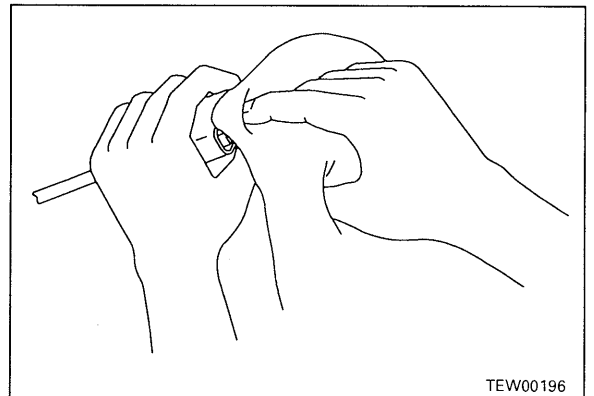
TEW00195

⑤ Oil or dirt stuck to connector

If oil or grease are stuck to the connector and an oil film is formed on the mating surface between the male and female pins, the oil will not let the electricity pass, so there will be defective contact.

If there is oil or grease stuck to the connector, wipe it off with a dry cloth or blow it dry with compressed air and spray it with a contact restorer.

- ★ When wiping the mating portion of the connector, be careful not to use excessive force or deform the pins.
- ★ If there is oil or water in the compressed air, the contacts will become even dirtier, so remove the oil and water from the compressed air completely before cleaning with compressed air.



TEW00196

2) Removing, installing, and drying connectors and wiring harnesses

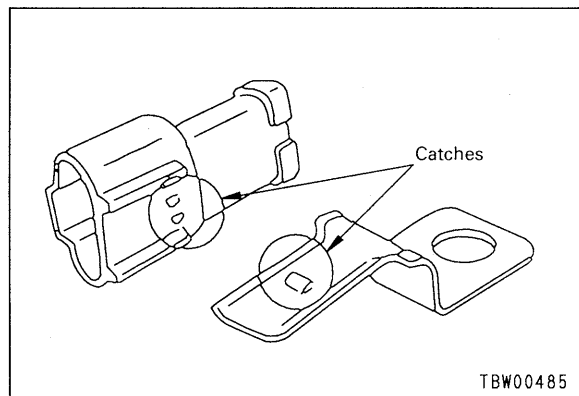
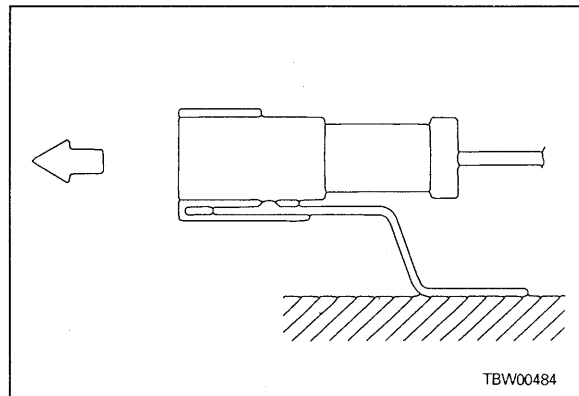
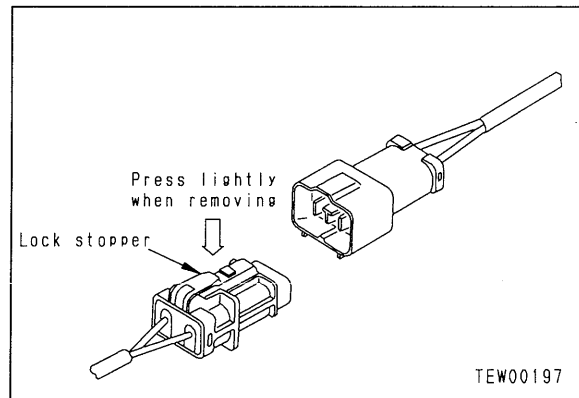
● Disconnecting connectors

- ① Hold the connectors when disconnecting.
When disconnecting the connectors, hold the connectors and not the wires. For connectors held by a screw, loosen the screw fully, then hold the male and female connectors in each hand and pull apart. For connectors which have a lock stopper, press down the stopper with your thumb and pull the connectors apart.

★ Never pull with one hand.

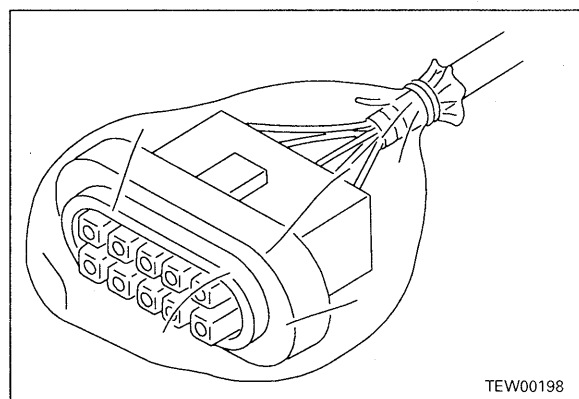
- ② When removing from clips
When removing a connector from a clip, pull the connector in a parallel direction to the clip.

★ If the connector is twisted up and down or to the left or right, the housing may break.



- ③ Action to take after removing connectors
After removing any connector, cover it with a vinyl bag to prevent any dust, dirt, oil, or water from getting in the connector portion.

★ If the machine is left disassembled for a long time, it is particularly easy for improper contact to occur, so always cover the connector.



- **Connecting connectors**

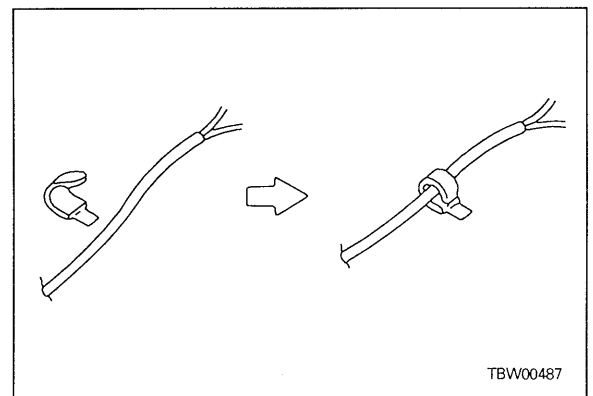
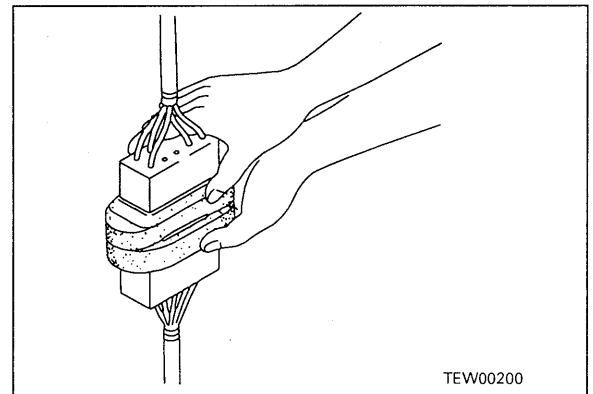
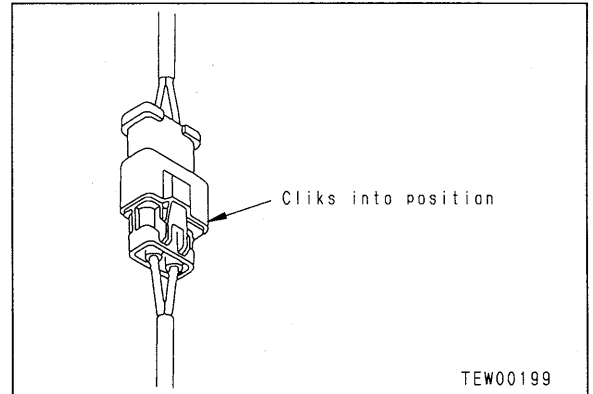
- ① Check the connector visually.
 - 1) Check that there is no oil, dirt, or water stuck to the connector pins (mating portion).
 - 2) Check that there is no deformation, defective contact, corrosion, or damage to the connector pins.
 - 3) Check that there is no damage or breakage to the outside of the connector.
 - ★ If there is any oil, water, or dirt stuck to the connector, wipe it off with a dry cloth. If any water has got inside the connector, warm the inside of the wiring with a dryer, but be careful not to make it too hot as this will cause short circuits.
 - ★ If there is any damage or breakage, replace the connector.
- ② Fix the connector securely.

Align the position of the connector correctly, then insert it securely.

For connectors with lock stopper, push in the connector until the stopper clicks into position.
- ③ Correct any protrusion of the boot and any misalignment of the wiring harness.

For connectors fitted with boots, correct any protrusion of the boot. In addition, if the wiring harness is misaligned, or the clamp is out of position, adjust it to its correct position.

 - ★ If the connector cannot be corrected easily, remove the clamp and adjust the position.
- ④ If the connector clamp has been removed, be sure to return it to its original position. Check also that there are no loose clamps.

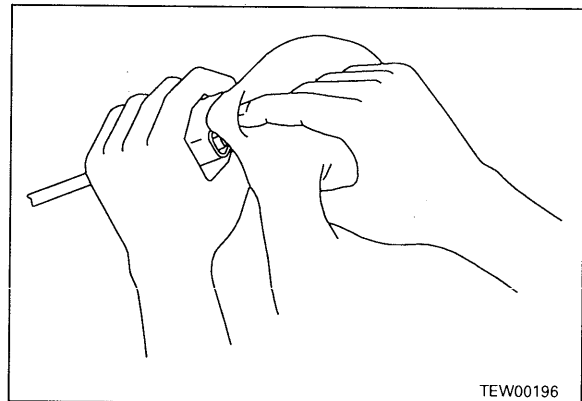


- **Drying wiring harness**

If there is any oil or dirt on the wiring harness, wipe it off with a dry cloth. Avoid washing it in water or using steam. If the connector must be washed in water, do not use high-pressure water or steam directly on the wiring harness.

If water gets directly on the connector, do as follows.

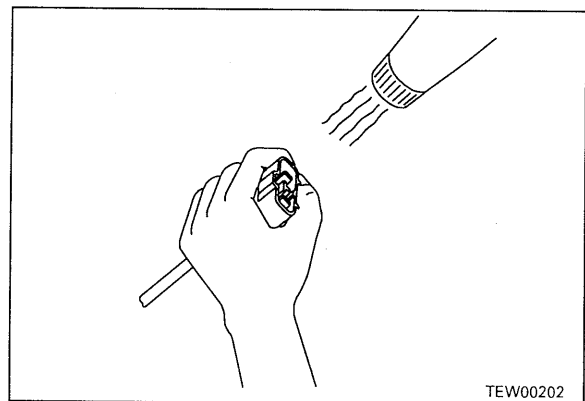
- ① Disconnect the connector and wipe off the water with a dry cloth.
 - ★ If the connector is blown dry with compressed air, there is the risk that oil in the air may cause defective contact, so remove all oil and water from the compressed air before blowing with air.



- ② Dry the inside of the connector with a dryer.

If water gets inside the connector, use a dryer to dry the connector.

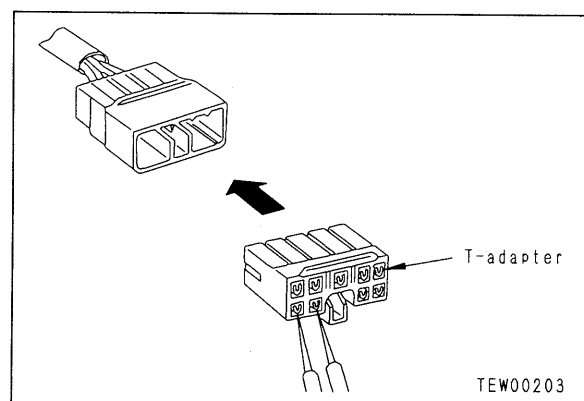
- ★ Hot air from the dryer can be used, but regulate the time that the hot air is used in order not to make the connector or related parts too hot, as this will cause deformation or damage to the connector.



- ③ Carry out a continuity test on the connector.

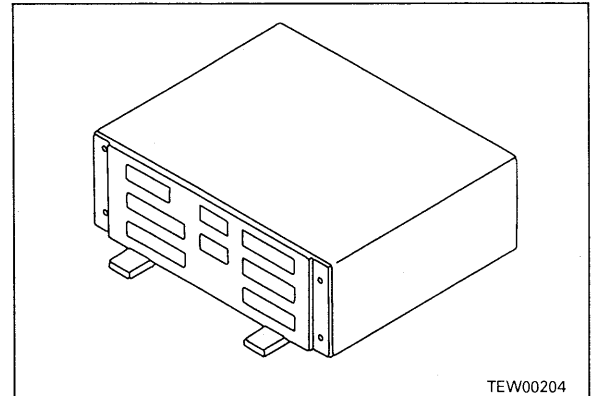
After drying, leave the wiring harness disconnected and carry out a continuity test to check for any short circuits between pins caused by water.

- ★ After completely drying the connector, blow it with contact restorer and reassemble.

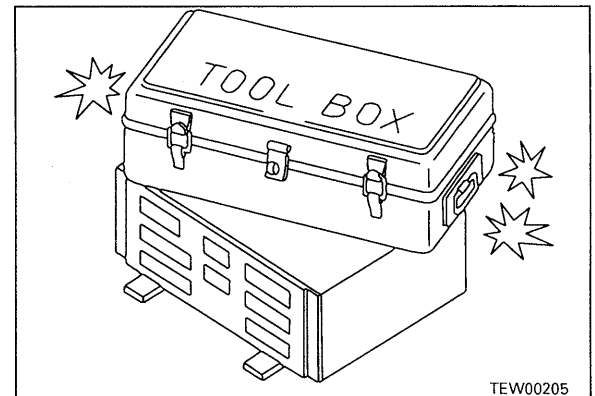


3) Handling control box

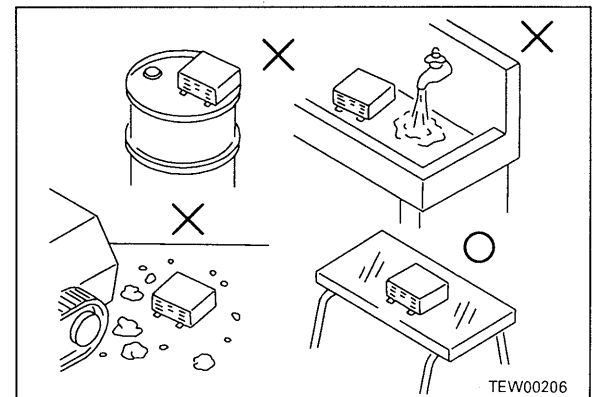
- ① The control box contains a microcomputer and electronic control circuits. These control all of the electronic circuits on the machine, so be extremely careful when handling the control box.
- ② Do not open the cover of the control box unless necessary.



- ③ Do not place objects on top of the control box.
- ④ Cover the control connectors with tape or a vinyl bag. Never touch the connector contacts with your hand.
- ⑤ During rainy weather, do not leave the control box in a place where it is exposed to rain.



- ⑥ Do not place the control box on oil, water, or soil, or in any hot place, even for a short time. (Place it on a suitable dry stand).
- ⑦ Precautions when carrying out arc welding
When carrying out arc welding on the body, disconnect all wiring harness connectors connected to the control box. Fit an arc welding ground close to the welding point.

**2. Points to remember when troubleshooting electric circuits**

- 1) Always turn the power OFF before disconnecting or connect connectors.
- 2) Before carrying out troubleshooting, check that all the related connectors are properly inserted.
★ Disconnect and connect the related connectors several times to check.
- 3) Always connect any disconnected connectors before going on to the next step.
★ If the power is turned ON with the connectors still disconnected, unnecessary abnormality displays will be generated.
- 4) When carrying out troubleshooting of circuits (measuring the voltage, resistance, continuity, or current), move the related wiring and connectors several times and check that there is no change in the reading of the tester.
★ If there is any change, there is probably defective contact in that circuit.

3. POINTS TO REMEMBER WHEN HANDLING HYDRAULIC EQUIPMENT

With the increase in pressure and precision of hydraulic equipment, the most common cause of failure is dirt (foreign material) in the hydraulic circuit. When adding hydraulic oil, or when disassembling or assembling hydraulic equipment, it is necessary to be particularly careful.

1) Be careful of the operating environment.

Avoid adding hydraulic oil, replacing filters, or repairing the machine in rain or high winds, or places where there is a lot of dust.

2) Disassembly and maintenance work in the field

If disassembly or maintenance work is carried out on hydraulic equipment in the field, there is danger of dust entering the equipment. It is also difficult to confirm the performance after repairs, so it is desirable to use unit exchange. Disassembly and maintenance of hydraulic equipment should be carried out in a specially prepared dustproof workshop, and the performance should be confirmed with special test equipment.

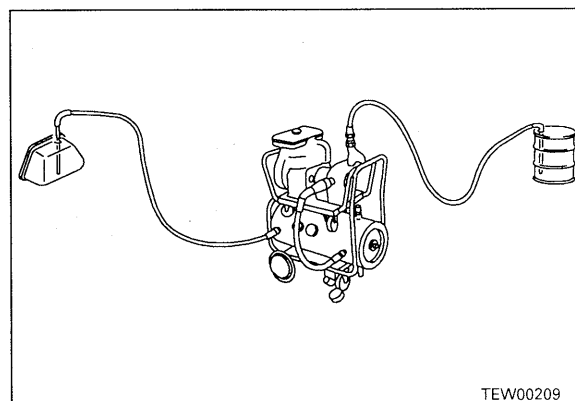
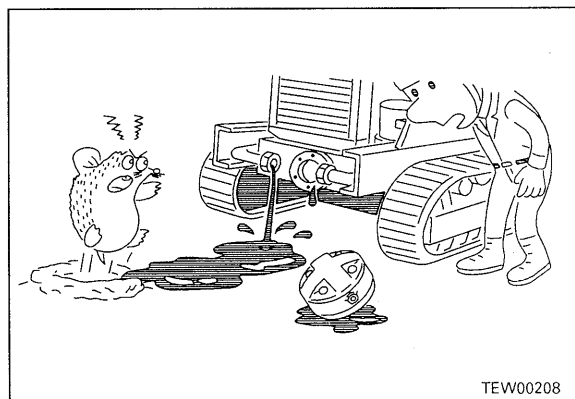
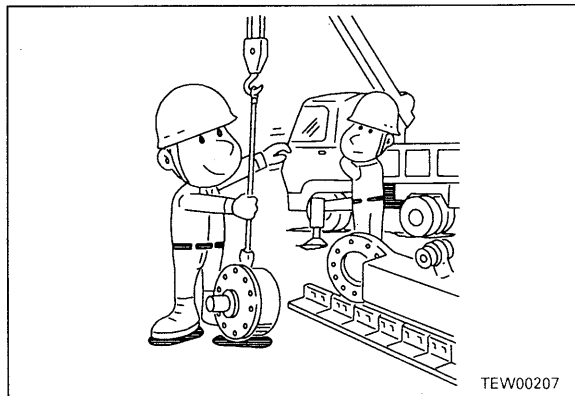
3) Sealing openings

After any piping or equipment is removed, the openings should be sealed with caps, tapes, or vinyl bags to prevent any dirt or dust from entering. If the opening is left open or is blocked with a rag, there is danger of dirt entering or of the surrounding area being made dirty by leaking oil so never do this.

Do not simply drain oil out on to the ground, collect it and ask the customer to dispose of it, or take it back with you for disposal.

4) Do not let any dirt or dust get in during refilling operations.

Be careful not to let any dirt or dust get in when refilling with hydraulic oil. Always keep the oil filler and the area around it clean, and also use clean pumps and oil containers. If an oil cleaning device is used, it is possible to filter out the dirt that has collected during storage, so this is an even more effective method.



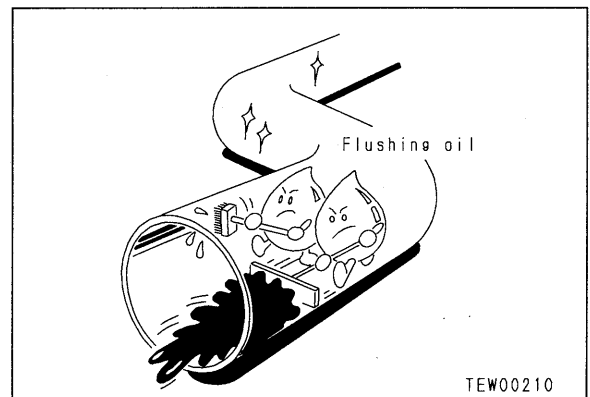
5) Change hydraulic oil when the temperature is high.

When hydraulic oil or other oil is warm, it flows easily. In addition, the sludge can also be drained out easily from the circuit together with the oil, so it is best to change the oil when it is still warm. When changing the oil, as much as possible of the old hydraulic oil must be drained out. (Drain the oil from the hydraulic tank; also drain the oil from the filter and from the drain plug in the circuit.) If any old oil is left, the contaminants and sludge in it will mix with the new oil and will shorten the life of the hydraulic oil.

6) Flushing operations

After disassembling and assembling the equipment, or changing the oil, use flushing oil to remove the contaminants, sludge, and old oil from the hydraulic circuit.

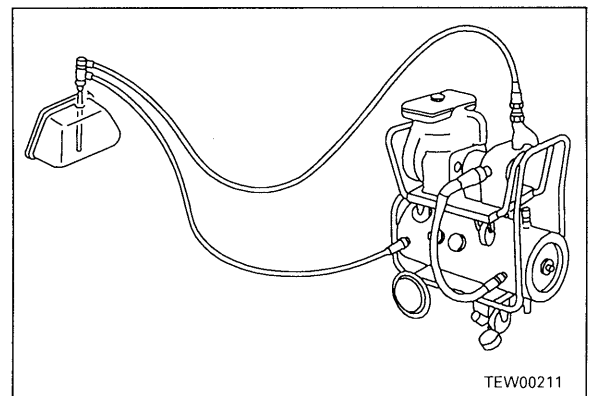
Normally, flushing is carried out twice: primary flushing is carried out with flushing oil, and secondary flushing is carried out with the specified hydraulic oil.



7) Cleaning operations

After repairing the hydraulic equipment (pump, control valve, etc.) or when running the machine, carry out oil cleaning to remove the sludge or contaminants in the hydraulic oil circuit.

The oil cleaning equipment is used to remove the ultrafine (about 3μ) particles that the filter built into the hydraulic equipment cannot remove, so it is an extremely effective device.



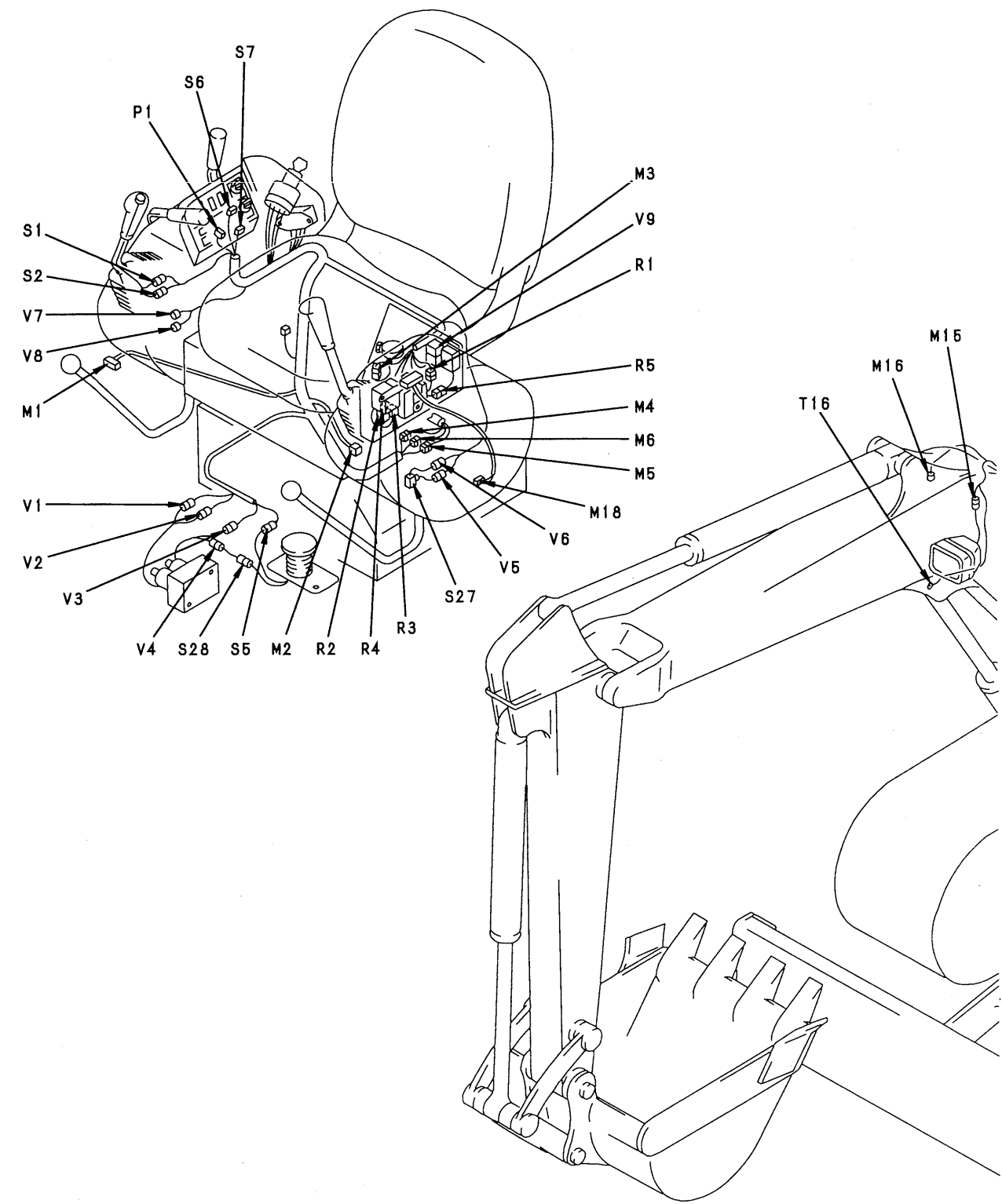
CHECKS BEFORE TROUBLESHOOTING

	Item	Judgement standard	Remedy
Lubricating oil, cooling water	1. Check fuel level	—	Add fuel
	2. Check for dirt or water in fuel	—	Clean, drain
	3. Check hydraulic oil level	—	Add oil
	4. Check hydraulic oil strainer	—	Clean, drain
	5. Check engine oil level (level of oil in oil pan)	—	Add oil
	6. Check cooling water level	—	Add water
	7. Check condition of dust indicator	—	Clean or replace
	8. Check hydraulic oil filter	—	Replace
Electrical equipments	1. Check for loose or corroded battery terminals	—	Tighten or replace
	2. Check for loose or corroded alternator terminals	—	Tighten or replace
	3. Check for loose or corroded starting motor terminals	—	Tighten or replace
Hydraulic, mechanical equipments	1. Check for abnormal noise or smell	—	Repair
	2. Check for oil leakage	—	Repair
	3. Bleed air from system	—	Bleed air
Electrical components	1. Check battery voltage (engine stopped)	10 – 15 V	Replace
	2. Check level of battery electrolyte	—	Add or replace
	3. Check for discolored, burnt, or bare wiring	—	Replace
	4. Check for missing wiring clamps, hanging wires	—	Repair
	5. Checks for getting wet onto wiring (check carefully getting wet at connectors and terminals)	—	Disconnect connector and dry connection
	6. Check for broken or corroded fuses	—	Replace
	7. Check alternator voltage (engine running at over half throttle)	(After running for few min. 13.5 – 14.5 V)	Replace

CONNECTOR TYPES AND MOUNTING LOCATIONS

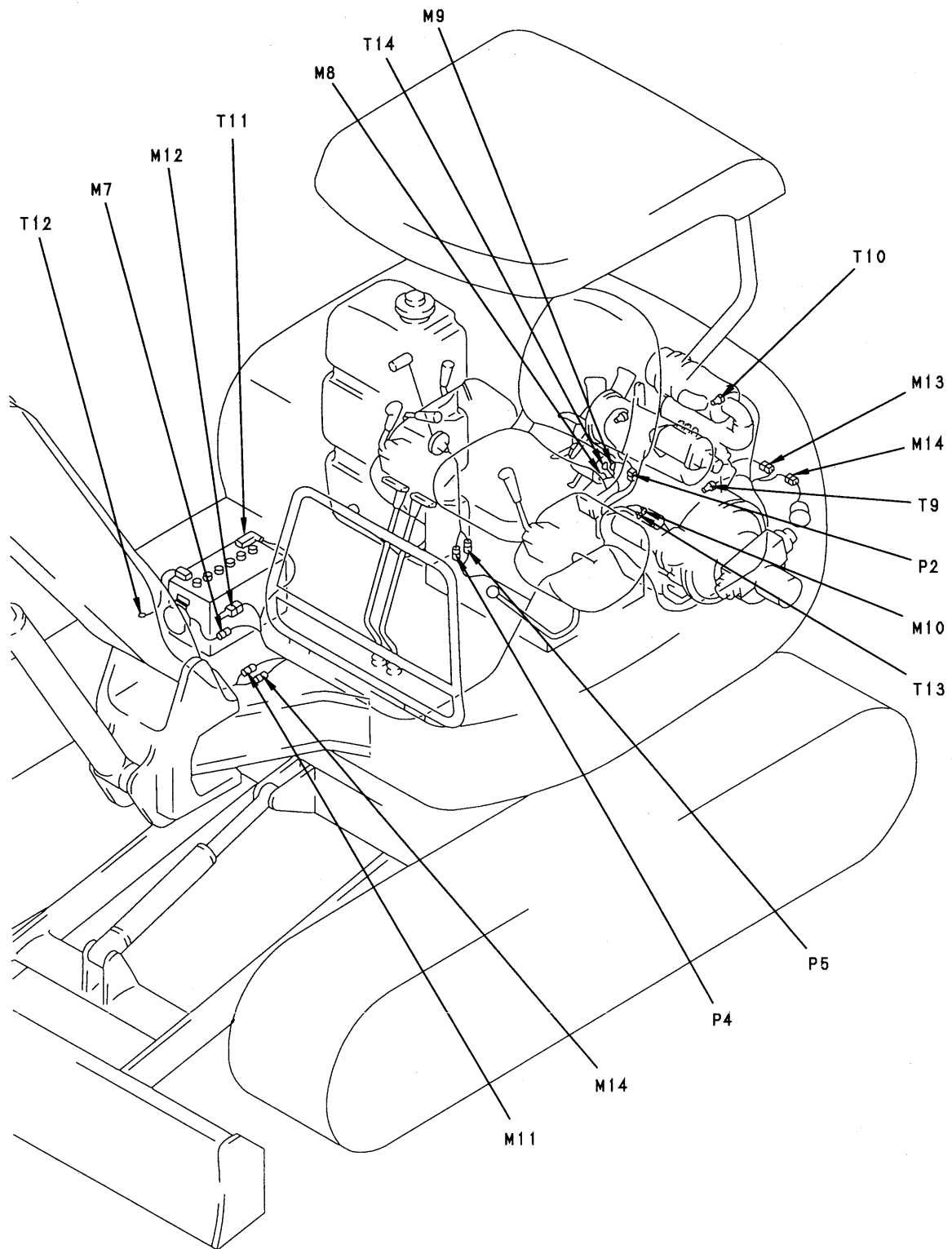
Connector No.	Connector type	No. of pins	Mounting location	Address
D1	—	2	Diode (engine stop solenoid circuit)	—
D2	—	2	Diode (alarm buzzer circuit)	—
K5		4	Deceleration controller	—
K6		6	Deceleration controller	—
K7		6	Deceleration motor	—
K33	—	1	Deceleration indicator	—
K34	—	1	Deceleration indicator	—
K35		2	Deceleration indicator resistance	—
M1		6	Intermediate connector	A6
M2		3	Heater (operator's cab specifications)	B5
M3		2	Alarm buzzer	D8
M4		8	Intermediate connector	D7
M5		2	Intermediate connector	D6
M6		6	Intermediate connector	D6
M7	—	1	Horn	G8
M8	—	1	Alternator	H9
M9		2	Alternator	I9
M10	—	1	Starting motor	L5
M11	—	1	Intermediate connector	I2
M12		2	Fusible link	G8
M13		3	Engine stop solenoid	L7
M14		2	Fuel feed pump	L6
M14	—	1	Intermediate connector	J2
M15	—	1	Working lamp	F7
M16	—	1	Working lamp (additional)	F7
M17		4	Intermediate connector	—
M18		6	Wiper switch (operator's cab specifications)	D6
M22	—	1	Room lamp (operator's cab specifications)	—
M25		2	Window washer (operator's cab specifications)	—
M26		4	Wiper motor (operator's cab specifications)	—
M30		2	Intermediate connector	—
M31		2	Service power source	
P1		16	Monitor panel	A8
P2		2	Coolant temperature sensor	L5

Connector No.	Connector type	No. of pins	Mounting location	Address
P4	—	1	Fuel level sensor	K2
P5	—	1	Fuel level sensor	K3
R1		4	Safety relay	D7
R2		2	Engine stop relay	B5
R3	—	1	Engine stop relay	C5
R4	—	1	Engine stop relay	C5
R5		4	Engine stop timer	D7
S1	—	1	Horn switch	A8
S2	—	1	Horn switch	A7
S5	—	1	Travel boost switch	B5
S6		4	Lamp switch	B9
S7		4	Heater switch (operator's cab specifications)	B9
S20	—	1	Deceleration switch	—
S21	—	1	Deceleration switch	—
S27	—	1	PPC lock switch	C5
S28	—	1	Travel boost switch	B5
T9	—	1	Engine oil pressure switch	L6
T10	—	1	Intake heater	K7
T11	—	1	Battery	H8
T12	—	1	Revolving frame ground	G8
T13	—	1	Starting motor	L5
T14	—	1	Alternator	I9
T16	—	1	Work equipment ground	E7
V1	—	1	PPC lock solenoid valve	A6
V2	—	1	PPC lock solenoid valve	A5
V3	—	1	Travel boost solenoid valve	A5
V4	—	1	Travel boost solenoid valve	A5
V5	—	1	PPC lock switch	C5
V6	—	1	PPC lock switch	D6
V7	—	1	For service	A7
V8	—	1	For service	A7
V9	—	5	Relay for service	A8
V10	—	2	Diode (relay circuit for service)	—

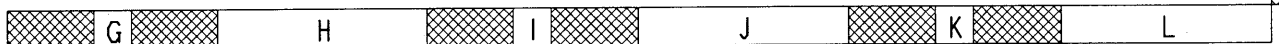


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A	B	C	D	E	F		

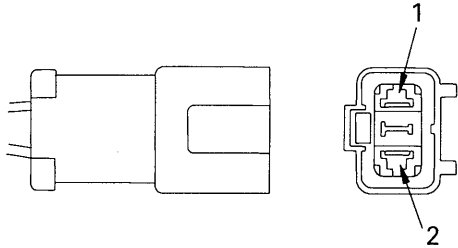
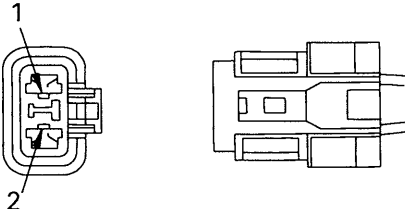
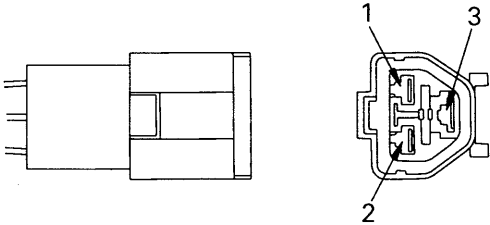
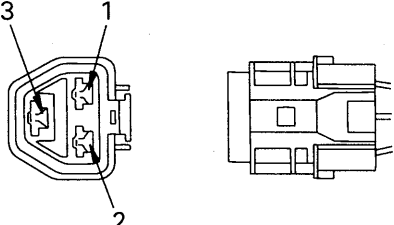
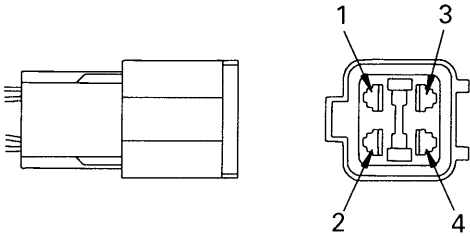
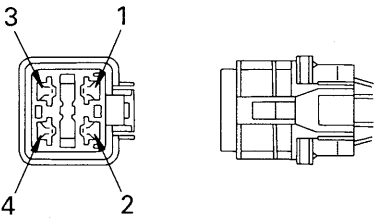


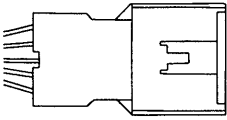
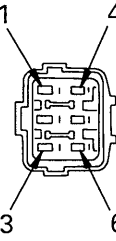
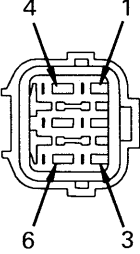
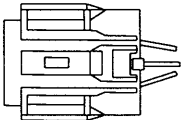
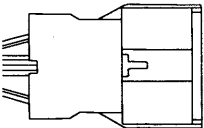
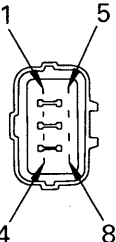
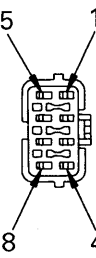
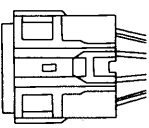
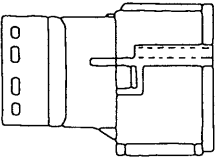
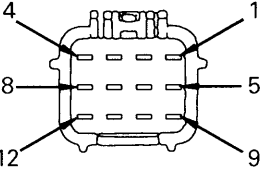
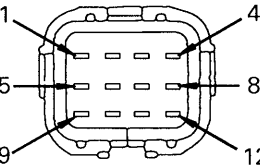
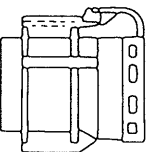
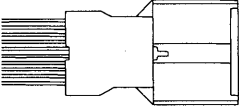
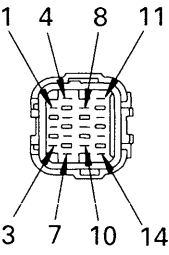
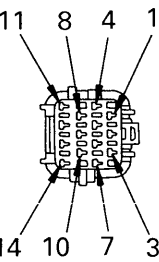
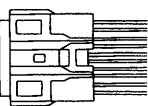
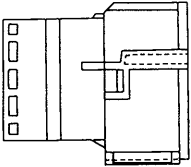
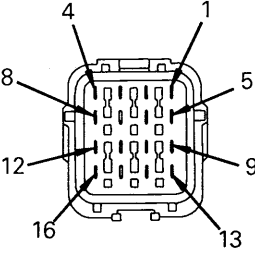
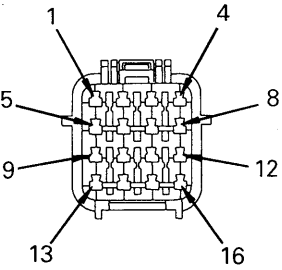
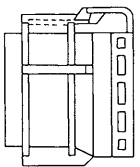
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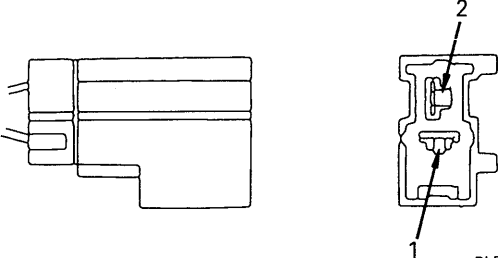
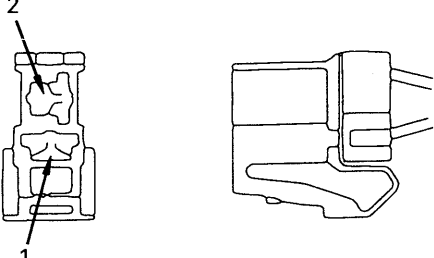
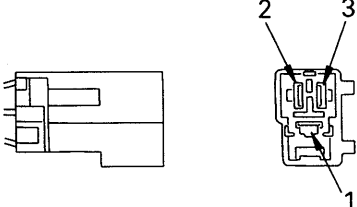
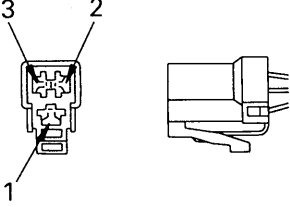
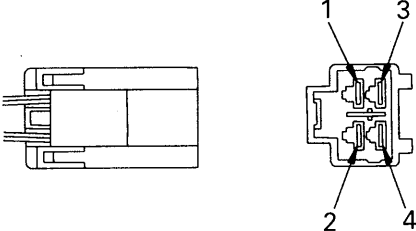
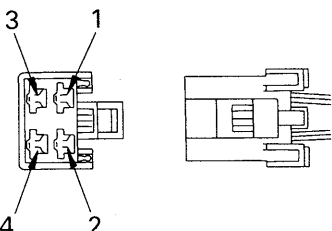
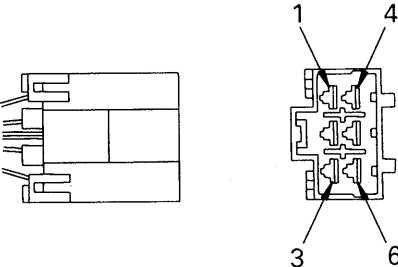
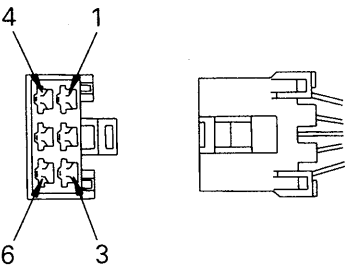
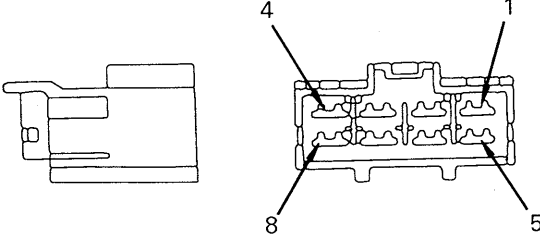
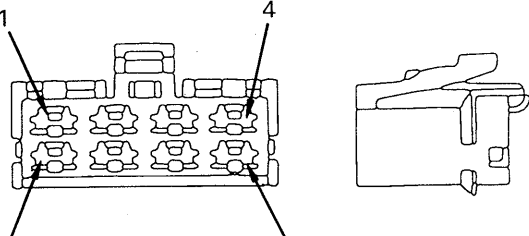


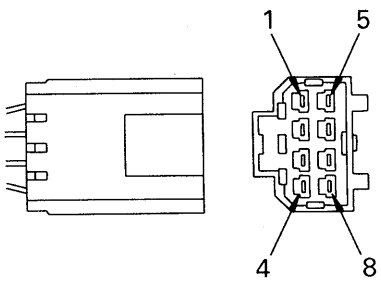
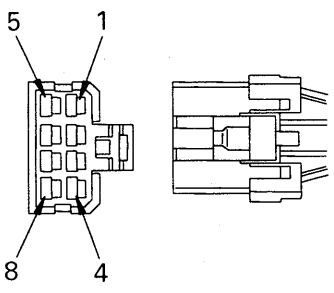
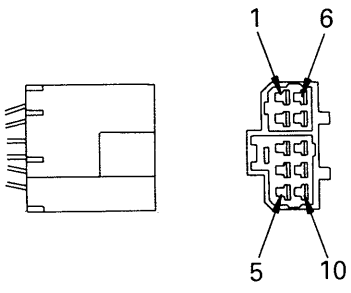
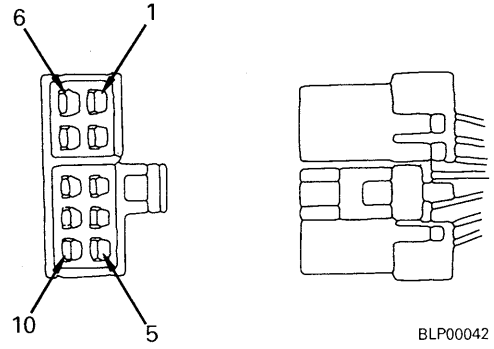
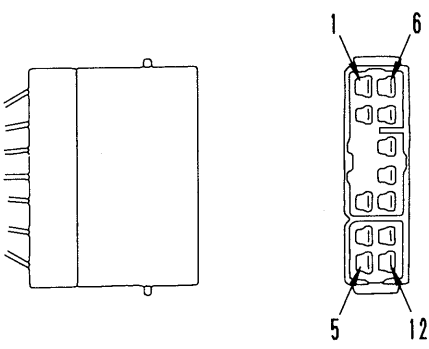
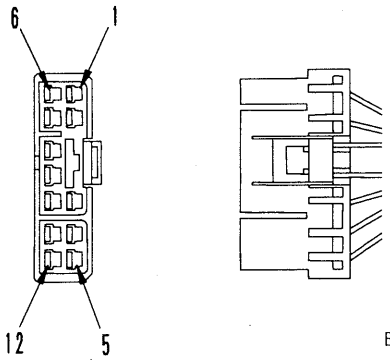
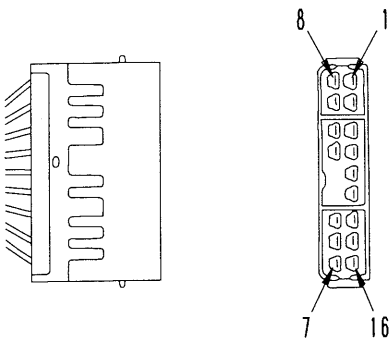
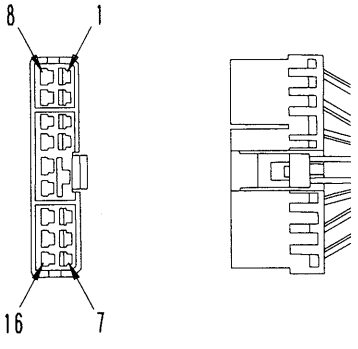
CONNECTION TABLE FOR CONNECTOR PIN NUMBERS

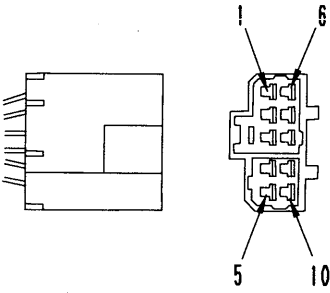
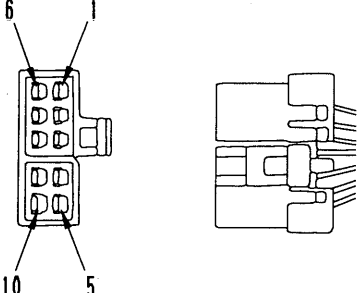
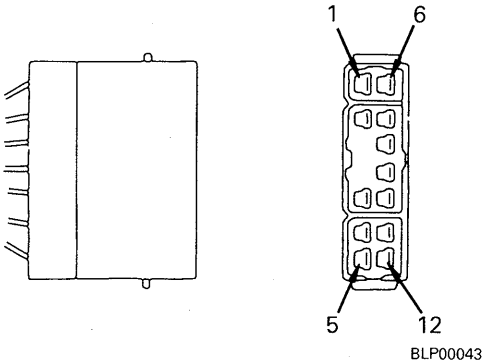
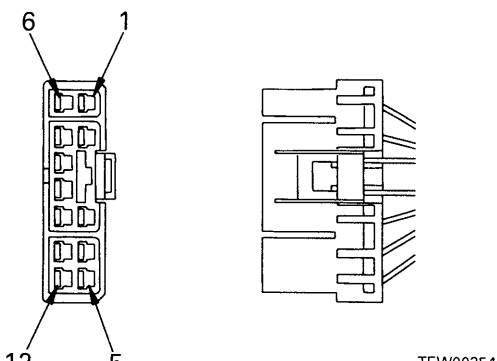
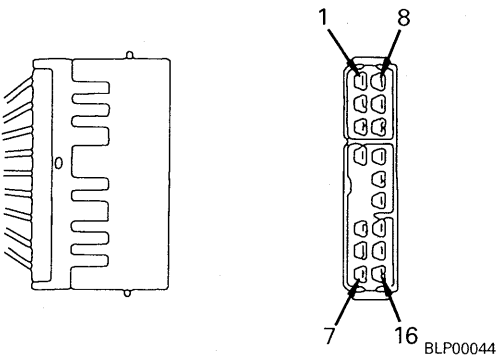
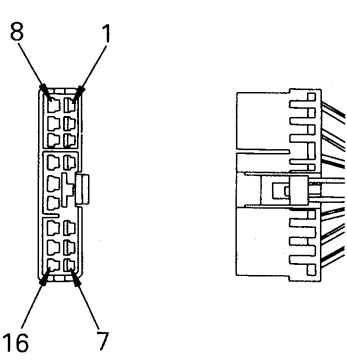
★ The terms male and female refer to the pins, while the terms male housing and female housing refer to the mating portion of the housing.

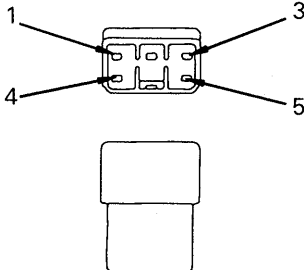
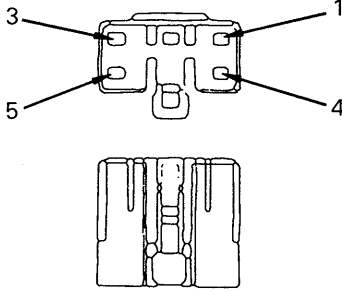
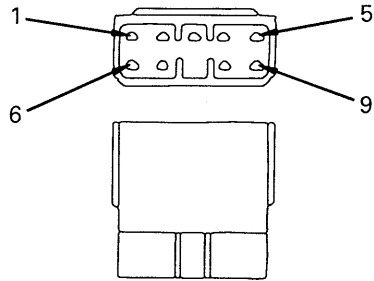
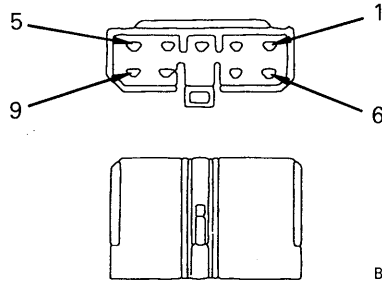
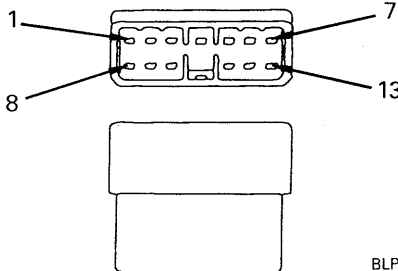
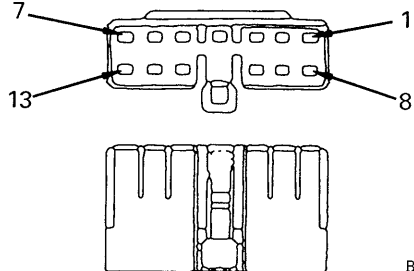
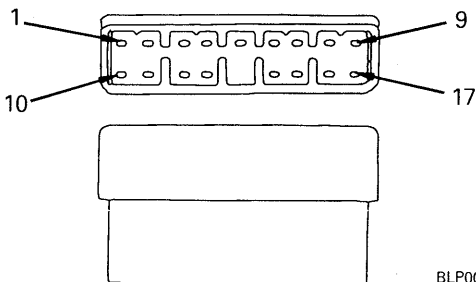
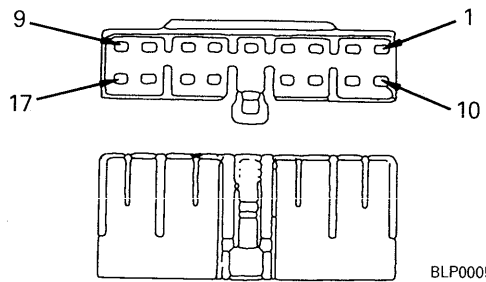
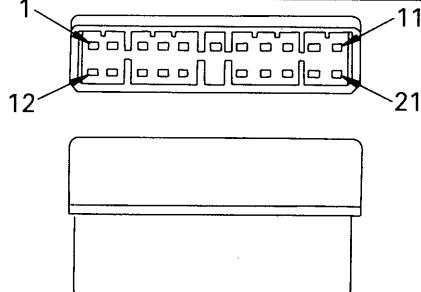
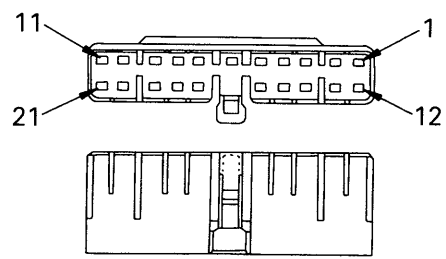
No. of pins	X type connector	
	Male (female housing)	Female (male housing)
2	 TEW00221	 TEW00222
3	 TEW00223	 TEW00224
4	 TEW00225	 TEW00226

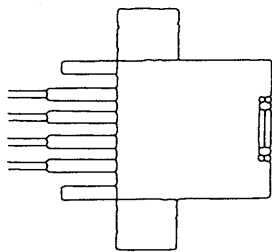
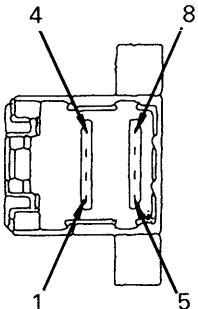
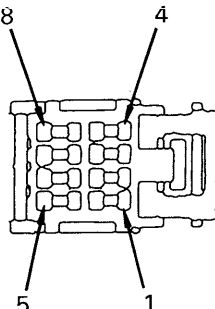
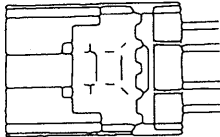
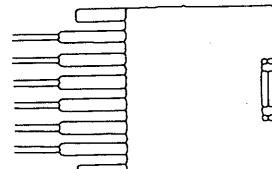
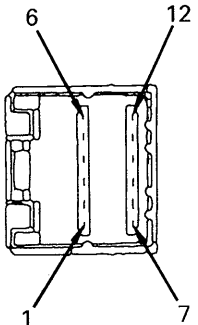
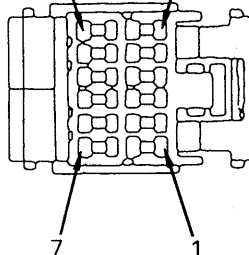
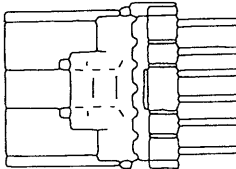
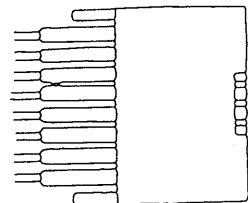
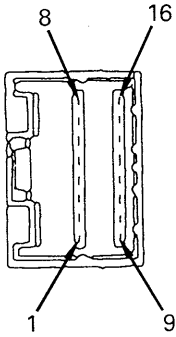
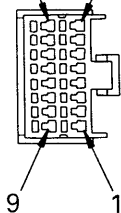
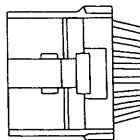
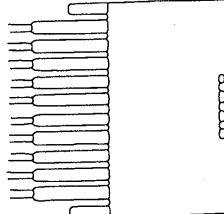
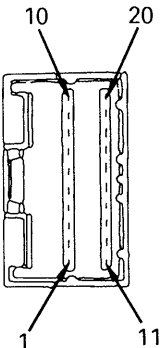
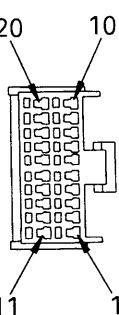
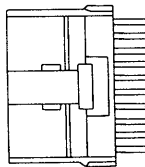
No. of pins	SWP type connector	
	Male (female housing)	Female (male housing)
6	  TEW00235	  BLP00033
8	  TEW00237	  TEW00238
12	  BLP00034	  BLP00035
14	  TEW00239	  TEW00240
16	  BLP00036	  BLP00037

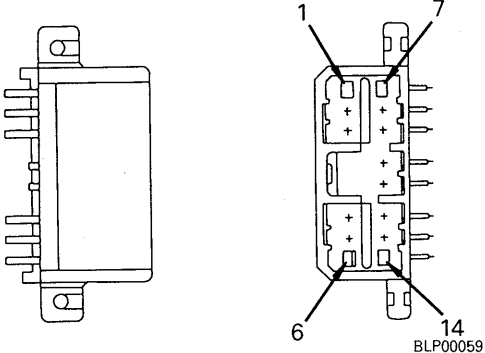
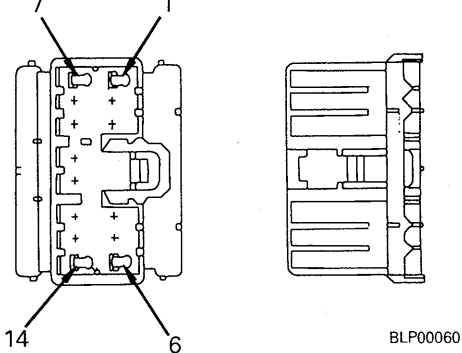
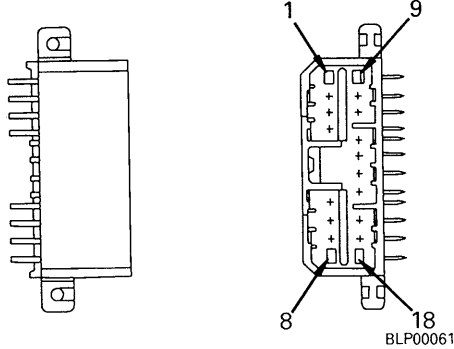
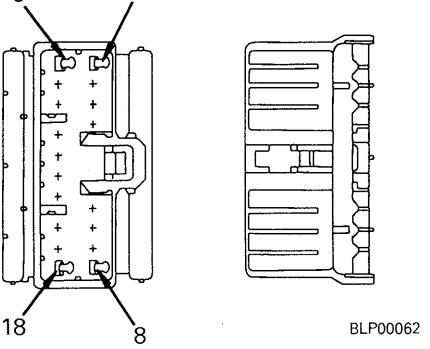
No. of pins	M type connector	
	Male (female housing)	Female (male housing)
2	 BLP00038	 BLP00039
3	 TEW00243	 TEW00244
4	 TEW00245	 TEW00246
6	 TEW00247	 TEW00248
8	 BLP00040	 BLP00041

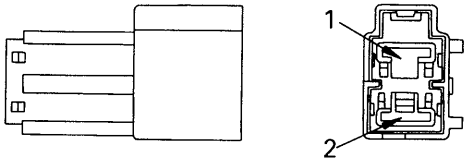
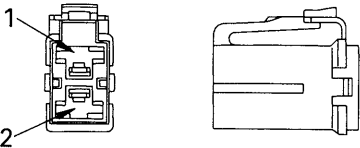
No. of pins	S type connector	
	Male (female housing)	Female (male housing)
8	 TEW00249	 TEW00250
10 (White)	 TEW00251	 BLP00042
12 (White)	 BEL00113	 BEL00114
16 (White)	 BEL00115	 BEL00116

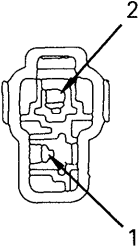
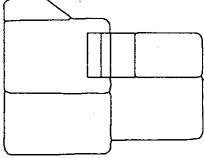
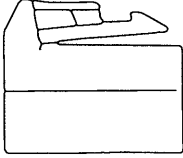
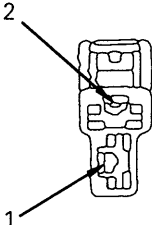
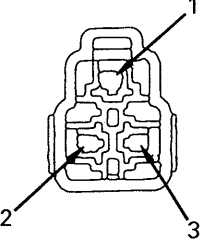
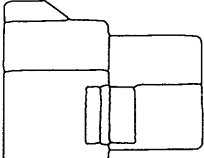
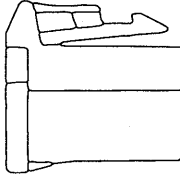
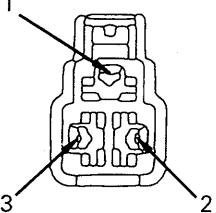
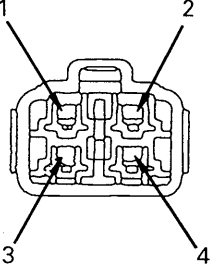
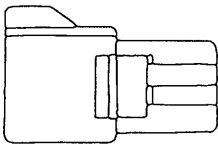
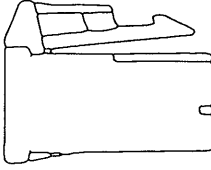
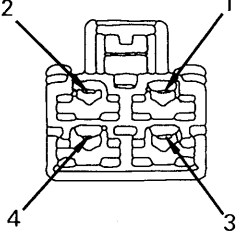
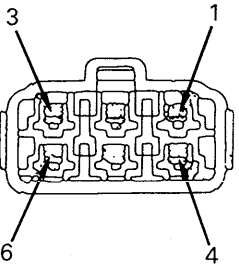
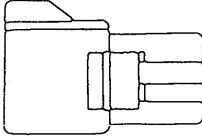
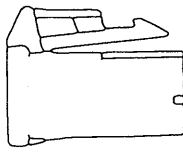
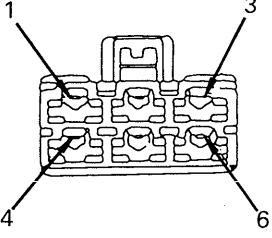
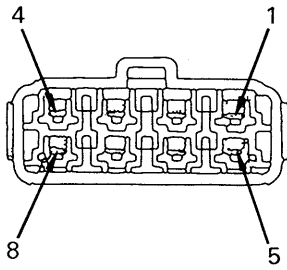
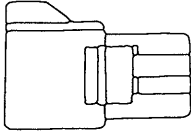
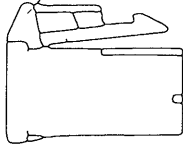
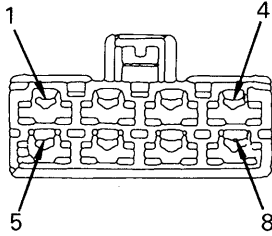
No. of pins	S type connector	
	Male (female housing)	Female (male housing)
10 (Blue)	 BEL00117	 BEL00118
12 (Blue)	 BLP00043	 TEW00254
16 (Blue)	 BLP00044	 TEW00256

No. of pins	MIC type connector	
	Male (female housing)	Female (male housing)
5	 BLP00045	 BLP00046
9	 BLP00047	 BLP00048
13	 BLP00049	 BLP00050
17	 BLP00051	 BLP00052
21	 TEW00259	 TEW00260

No. of pins	AMP040 type connector			
	Male (female housing)		Female (male housing)	
8		 BLP00053	 BLP00054	
12		 BLP00055	 BLP00056	
16		 BLP00057	 TEW00232	
20		 BLP00058	 TEW00234	

No. of pins	AMP070 type connector	
	Male (female housing)	Female (male housing)
8	 <p>BLP00059</p>	 <p>BLP00060</p>
12	 <p>BLP00061</p>	 <p>BLP00062</p>

No. of pins	L type connector	
	Male (female housing)	Female (male housing)
2	<div>  </div> <div>TEW00257</div>	<div>  </div> <div>TEW00258</div>

No. of pins	Automobile connector	
	Male (female housing)	Female (male housing)
2	  BLP00063	  BLP00064
3	  BLP00065	  BLP00066
4	  BLP00067	  BLP00068
6	  BLP00069	  BLP00070
8	  BLP00071	  BLP00072

METHOD OF USING TROUBLESHOOTING CHARTS

1. Category of troubleshooting code number

Troubleshooting Code No.	Component
E-〇〇	Troubleshooting of electrical system
H-〇〇	Troubleshooting of hydraulic, mechanical system
M-〇〇	Troubleshooting of machine monitor system

2. Method of using troubleshooting table for each troubleshooting mode

1) Troubleshooting code number and problem

The title of the troubleshooting chart gives the troubleshooting code, service code, and failure mode (problem with the machine). (See Example (1))

2) Distinguishing conditions

Even with the same failure mode (problem), the method of troubleshooting may differ according to the model, component, or problem. In such cases, the failure mode (problem) is further divided into sections marked with small letters (for example, a)), so go to the appropriate section to carry out troubleshooting. (See Example (2))

If the troubleshooting table is not divided into sections, start troubleshooting from the first check item in the failure mode.

3) Method of following troubleshooting chart

- Check or measure the item inside

YES NO

, and according to the answer follow either the YES line or the NO line to go to the next

--

. (Note: The number written at the top right corner of the

--

 is an index number; it does not indicate the order to follow.)
- Following the YES or NO lines according to the results of the check or measurement will lead finally to the Cause column. Check the cause and take the action given in the Remedy column on the right. (See Example (3))
- Below the

--

 there are the methods for inspection or measurement, and the judgement values. If the judgement values below the

--

 are correct or the answer to the question inside the

--

 is YES, follow the YES line; if the judgement value is not correct, or the answer to the question is NO, follow the NO line.
- Below the

--

 is given the preparatory work needed for inspection and measurement, and the judgement values. If this preparatory work is neglected, or the method of operation or handling is mistaken, there is danger that it may cause mistaken judgement, or the equipment may be damaged. Therefore, before starting inspection or measurement, always read the instructions carefully, and start the work in order from Item 1).

4) General precautions

When carrying out troubleshooting for the failure mode (problem), precautions that apply to all items are given at the top of the page and marked with ★. (See Example (4))

The precautions marked ★ are not given in the

--

, but must always be followed when carrying out the check inside the

--

.

5) Troubleshooting tools

When carrying out the troubleshooting, prepare the necessary troubleshooting tools. For details, see TOOLS FOR TESTING, ADJUSTING, AND TROUBLESHOOTING.

6) Installation position, pin number

A diagram or chart is given for the connector type, installation position, and connector pin number connection. When carrying out troubleshooting, see this chart for details of the connector pin number and location for inspection and measurement of the wiring connector number appearing in the troubleshooting flow chart for each failure mode (problem).

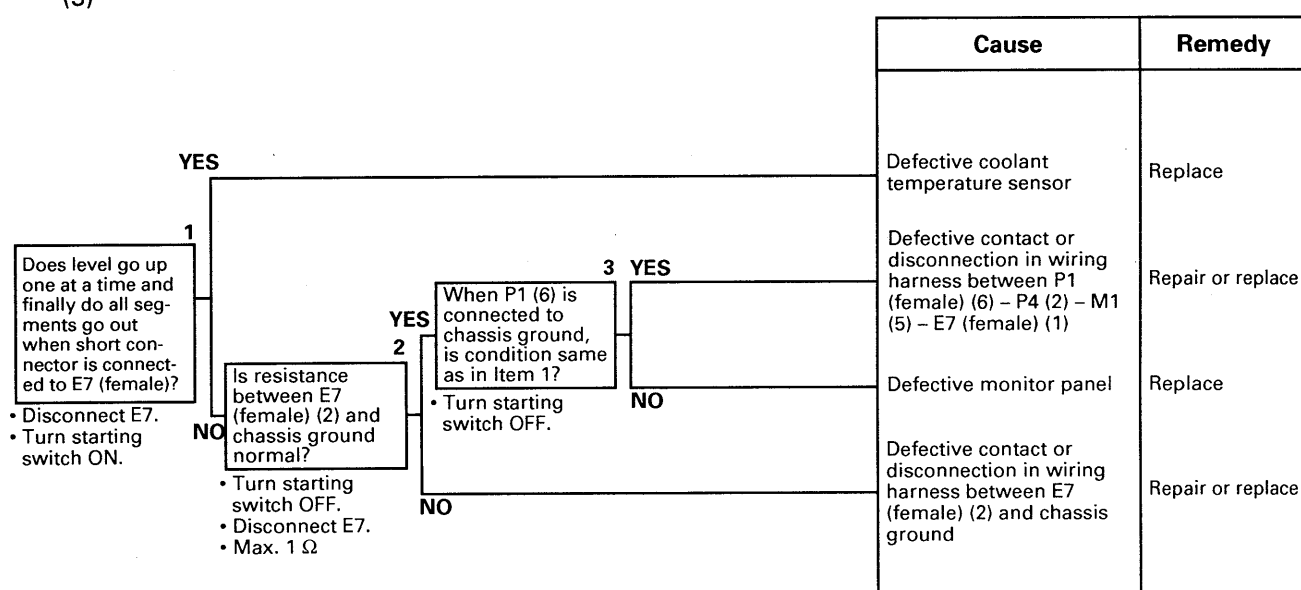
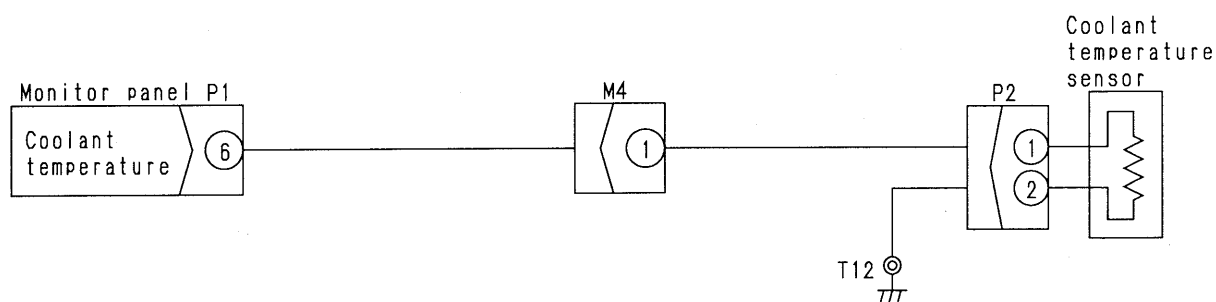
<Example>

(1) **M-10 Abnormality in coolant temperature gauge**

- (4) ★ When the coolant temperature is normal.
- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
 - ★ Always connect any disconnected connectors before going on the next step.

(2) a) **Level does not rise from segment C**

(3)

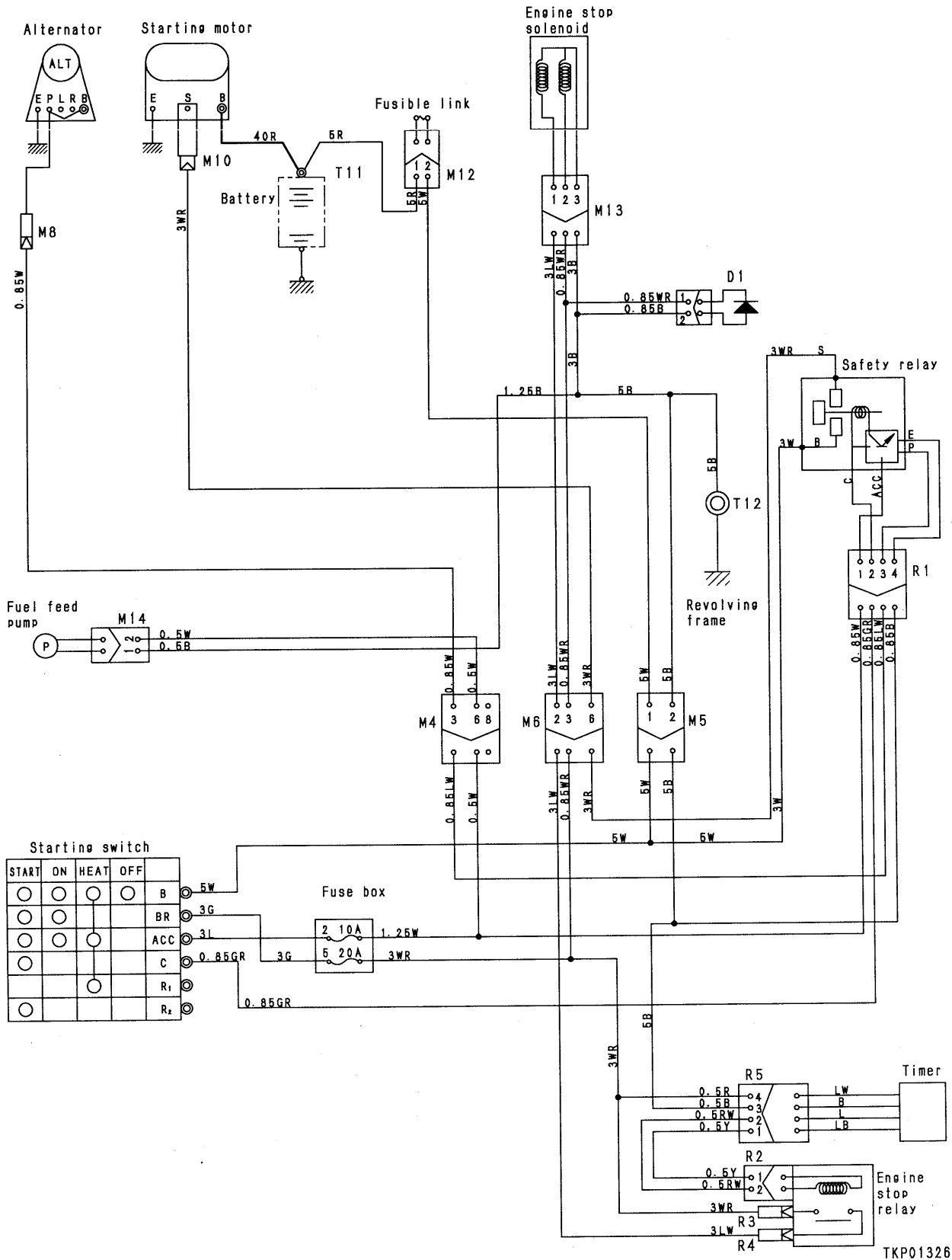
**M-10 Related electrical circuit diagram**

TROUBLESHOOTING OF ELECTRICAL SYSTEM (E MODE)

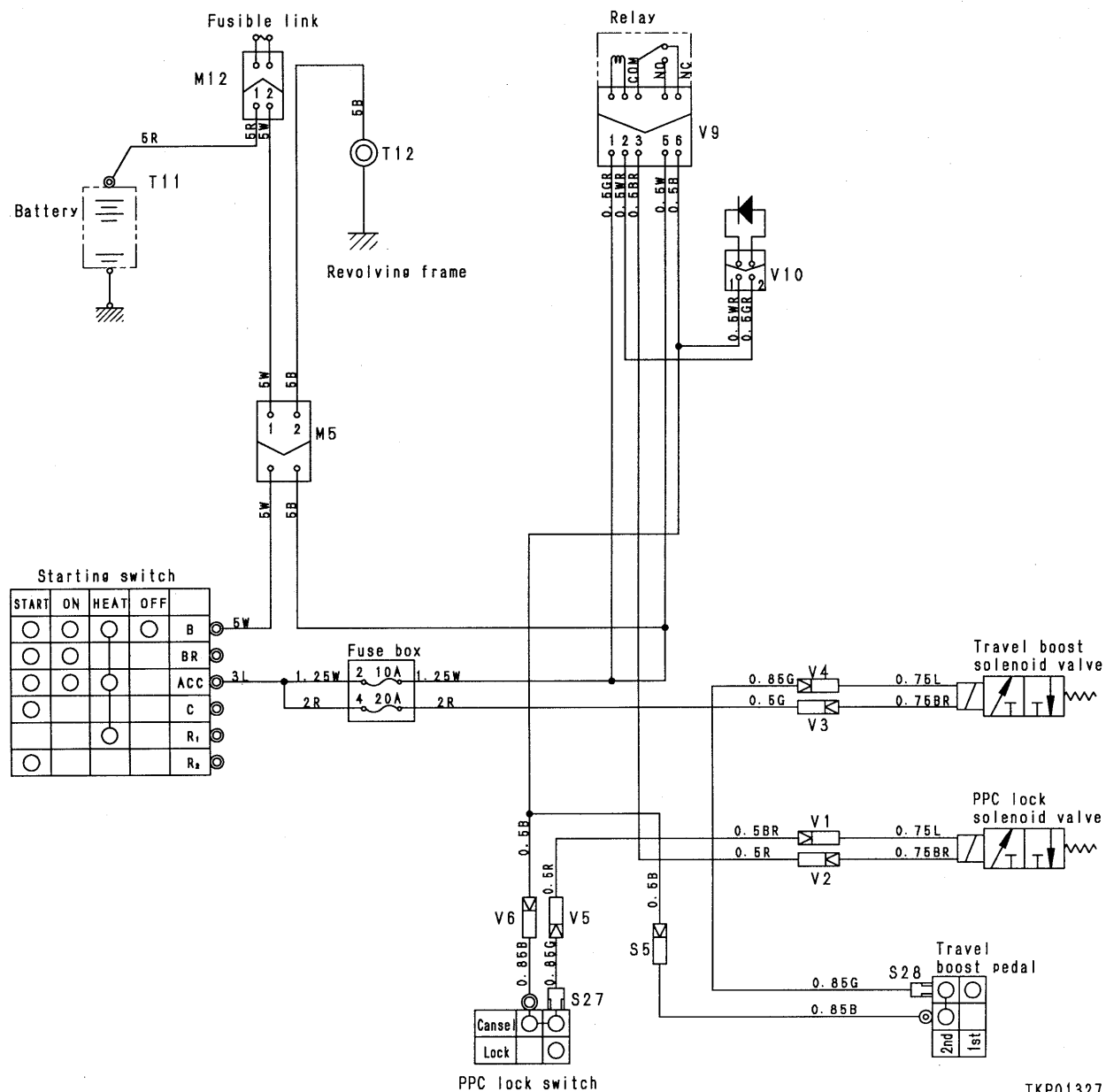
E-mode related electrical circuit diagram	20-302
E-1 Engine does not start.....	20-304
a) When starting motor does not turn (starting system)	20-304
b) When starting motor turns (engine stop solenoid system)	20-307
E-2 Engine does not stop	20-309
E-3 Work equipment does not move even when work equipment lock lever is canceled	20-310
E-4 Work equipment moves even when work equipment lock lever is locked	20-311
E-5 Travel speed does not increase even when travel boost pedal is depressed	20-312
E-6 Travel speed does not decrease even when travel boost pedal is released	20-313

E-MODE RELATED ELECTRICAL CIRCUIT DIAGRAM

ENGINE START/STOP SYSTEM



LOCK, TRAVEL BOOST SOLENOID VALVE SYSTEM

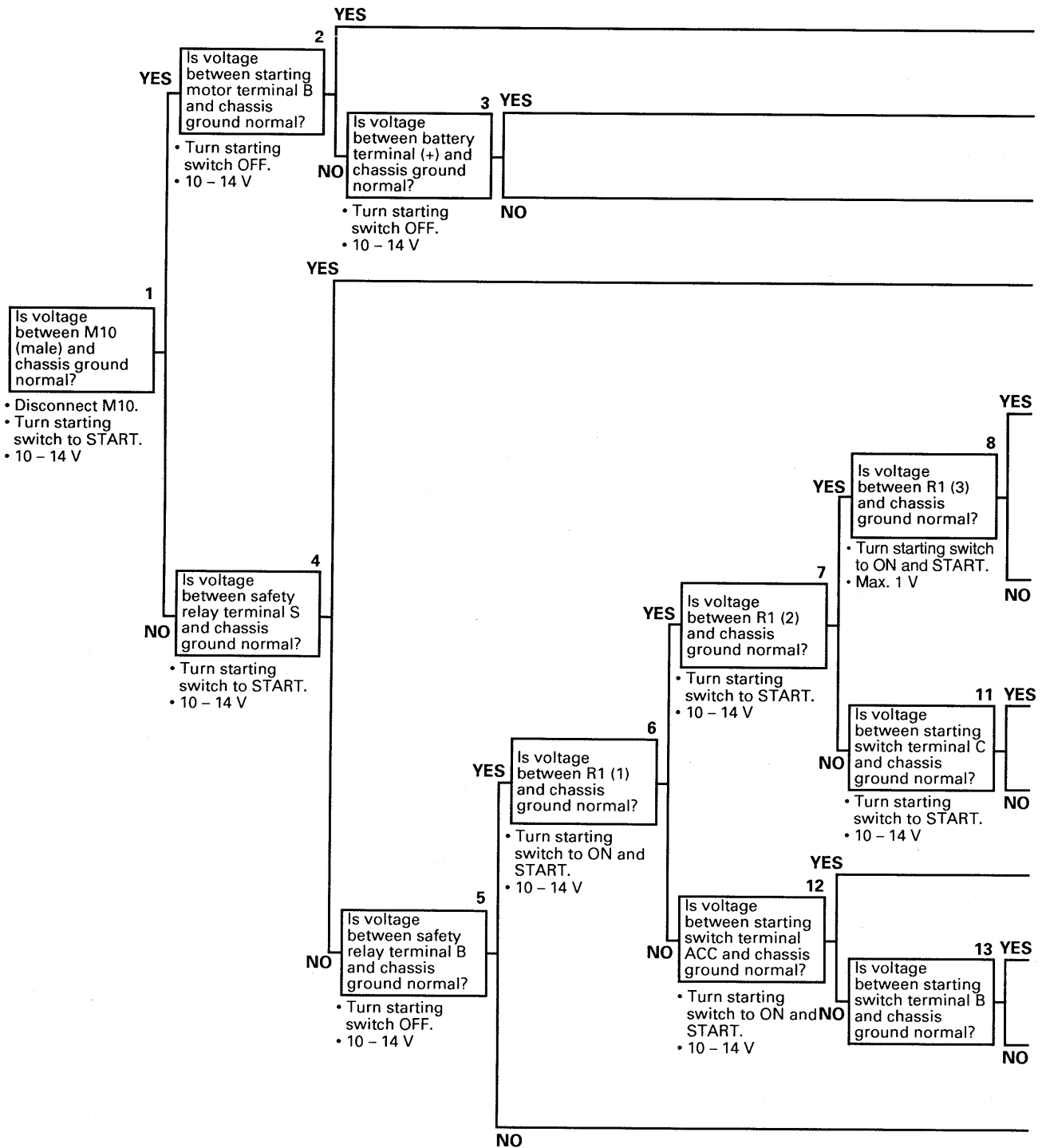


TKP01327

E-1 Engine does not start

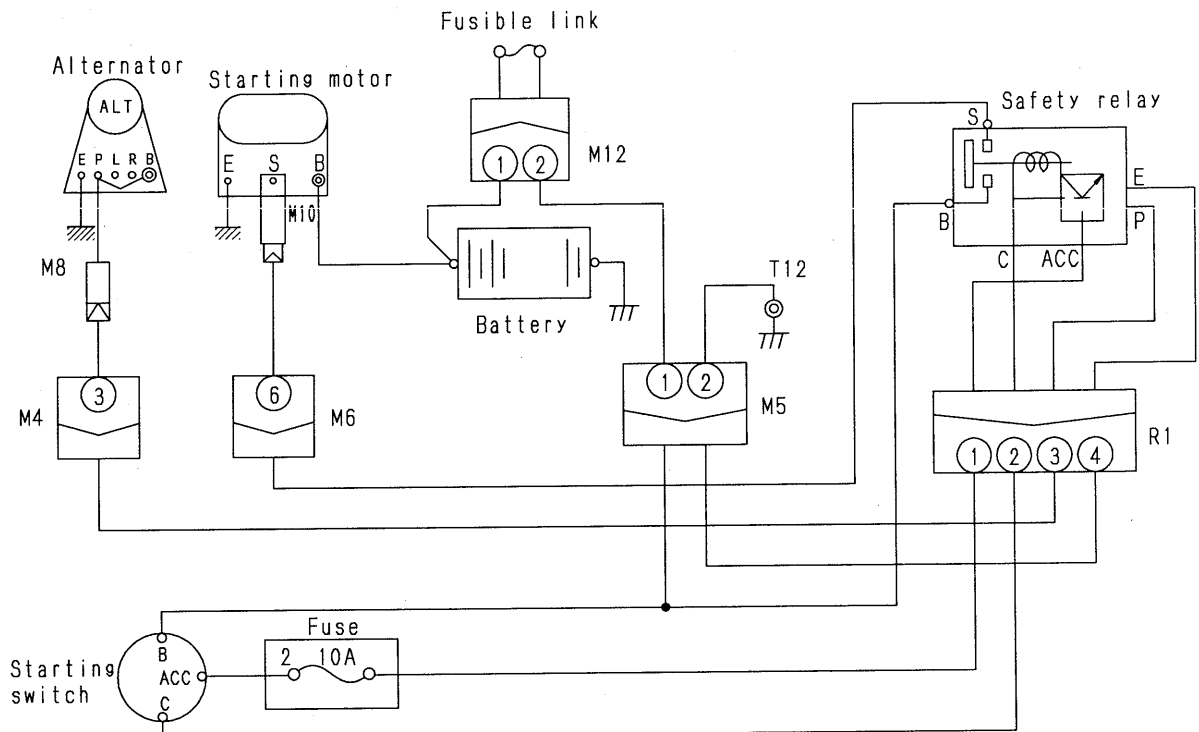
a) When starting motor does not turn (starting system)

- ★ Check that fuse 2 is normal (if it is blown, check for a short circuit with the ground in the circuits related to fuse 2).
- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.



		Cause	Remark
		Defective starting motor	Replace
		Defective contact or disconnection in wiring harness between starting motor terminal B and battery terminal (+)	Repair or replace
		Defective battery	Replace
		Defective contact or disconnection in wiring harness between safety relay terminal S – M6 (6) – M10 (male)	Repair or replace
9 YES Is resistance between R1 (female) (4) and chassis ground normal? • Turn starting switch OFF. • Disconnect R1. • Max. 1 Ω		Defective safety relay	Replace
NO 10 YES Is voltage between M8 (female) and chassis ground normal? • Disconnect M8. • Turn starting switch to ON and START. • Max. 1 V		Defective contact or disconnection in wiring harness between R1 (female) (4) – M5 (2) – T12 – chassis ground	Repair or replace
		Short circuit with power source in wiring harness between R1 (female) (3) – M4 (3) – M8 (male)	Repair or replace
		Defective alternator	Replace
		Defective contact or disconnection in wiring harness between R1 (female) (2) and starting switch terminal C	Repair or replace
→ Go to troubleshooting No. 13.		Defective contact or disconnection in wiring harness between R1 (female) (1) – fuse 2 – starting switch terminal ACC	Repair or replace
		Defective starting switch	Replace
		Defective contact or disconnection in wiring harness between starting switch terminal B – M5 (1) – M12 (2)(1) – battery (+)	Repair or replace
		Defective contact or disconnection in wiring harness between safety relay terminal B – M5 (1) – M12 (2)(1) – battery (+)	Repair or replace

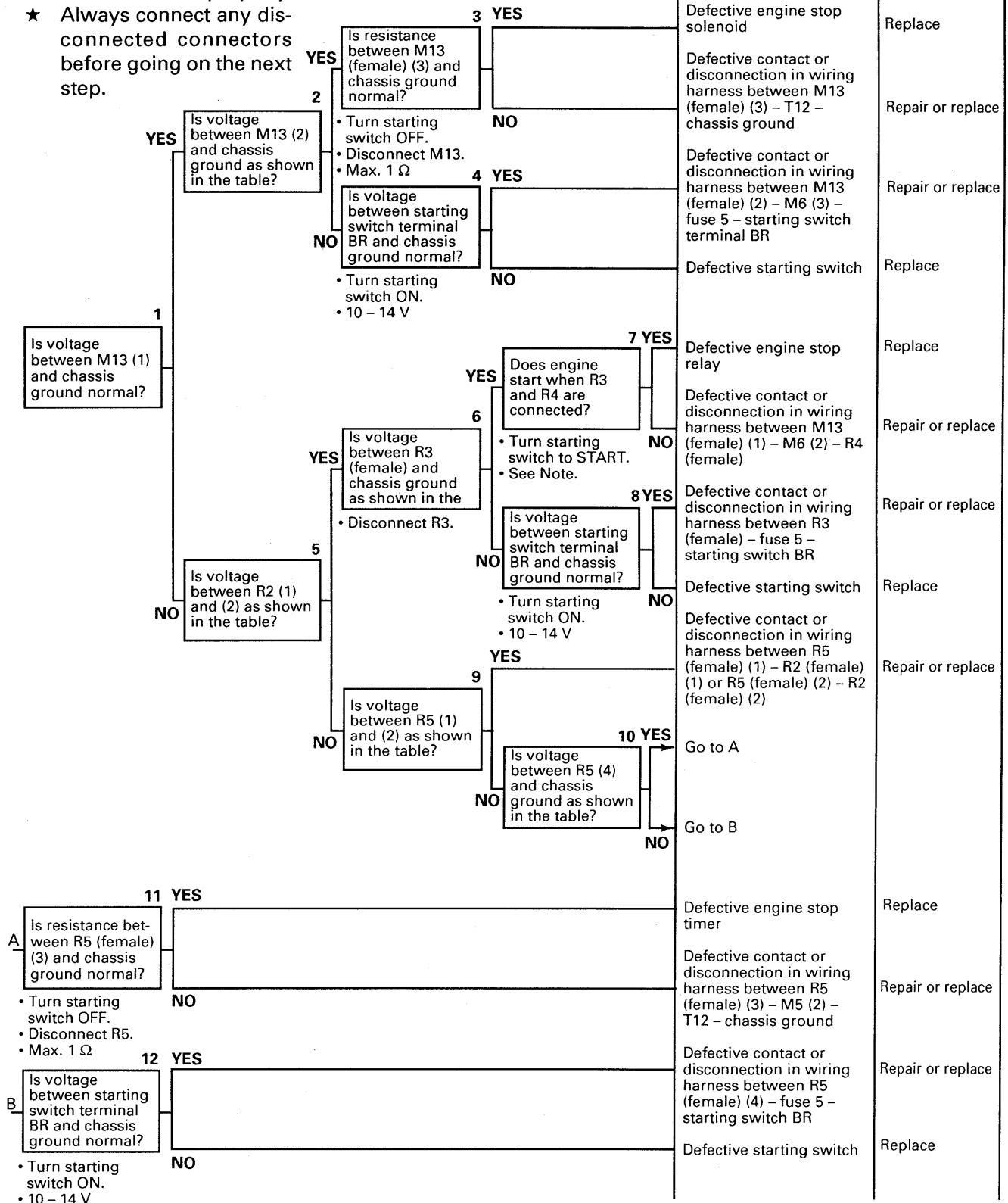
E-1 a) Related electrical circuit diagram



TKP01328

b) When starting motor turns (engine stop solenoid system)

- ★ Check that fuse 5 is normal (if it is blown, check for a short circuit with the ground in the circuits related to fuse 5).
- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

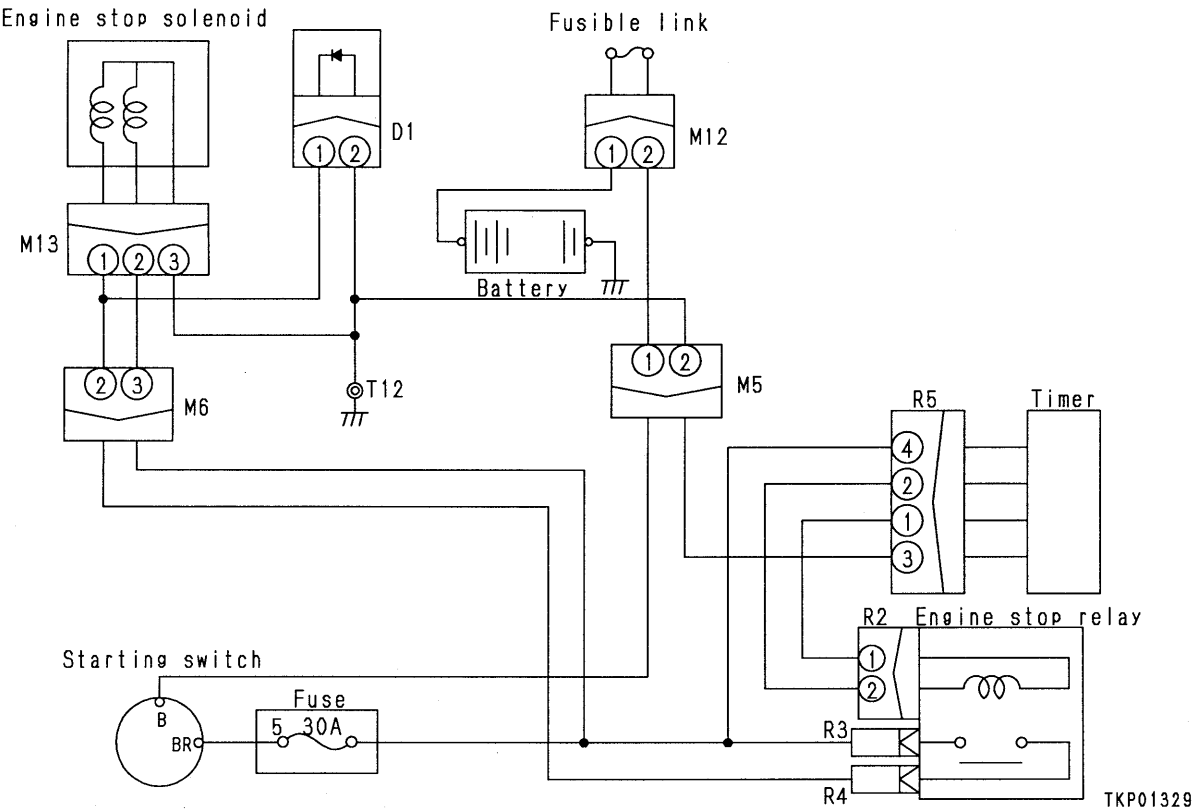


Table

M13	R2, R3	R5	Starting switch ON
Between (1) – chassis	Between R2 (1) – (2)	Between (1) – (2)	10 – 14 V for 1 second, then less than 1 V 1 second later
Between (2) – chassis	Between R3 (female) – chassis	Between (4) – chassis	10 – 14 V (continuous)

Note: Connect R3 and R4 for approx. 1 second (if they are kept connected for a long time, it will cause the engine stop solenoid to burn out).

E-1 b) Related electrical circuit diagram

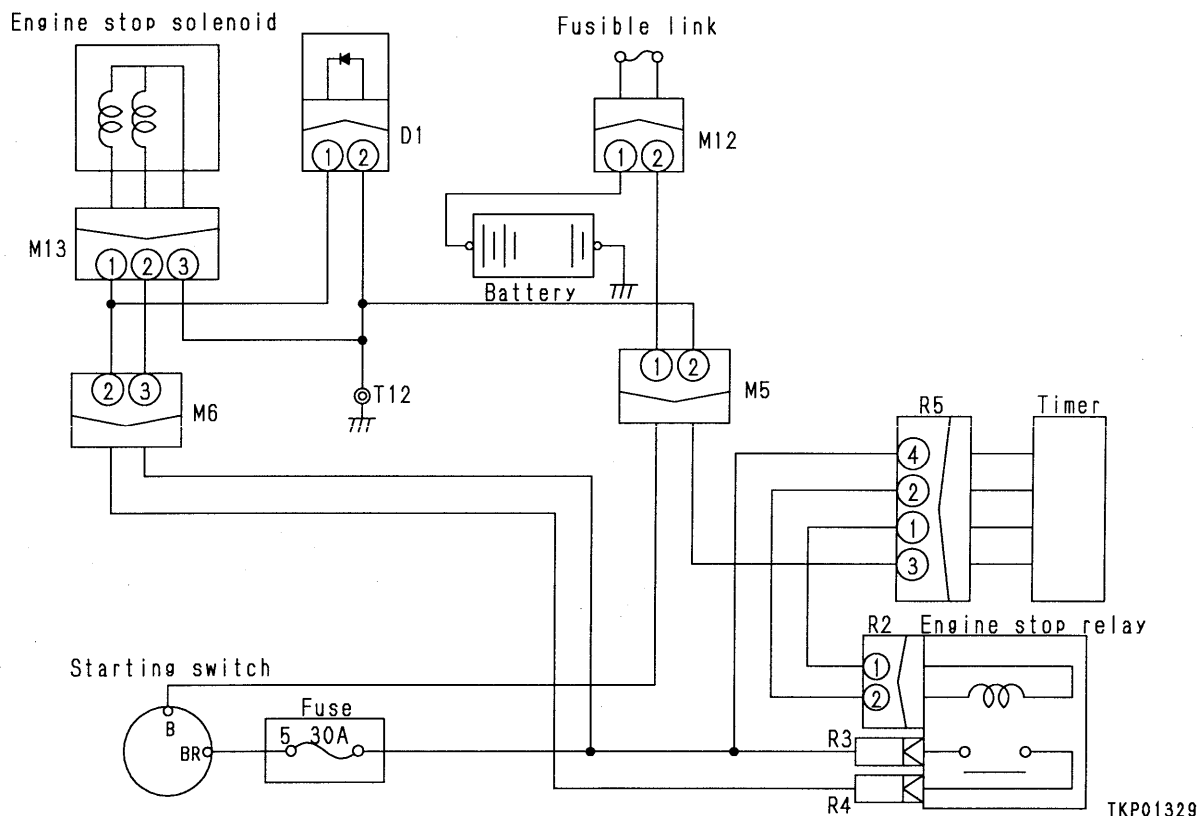


E-2 Engine does not stop

- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

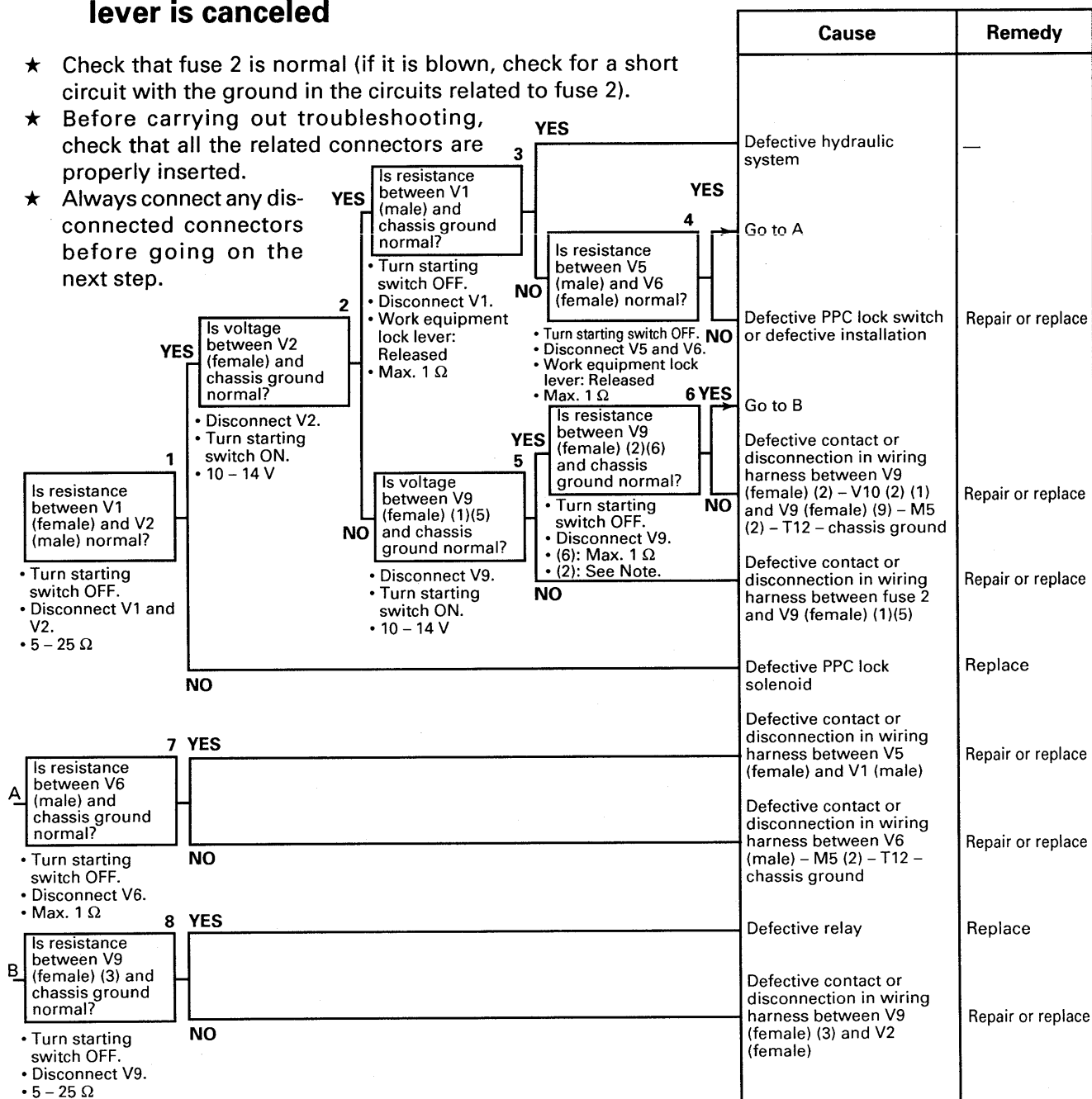
		Cause	Remedy
<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 5px; margin-right: 10px;">Does engine stop when M13 is disconnected?</div> <div style="border: 1px solid black; padding: 5px;"> <p>1 YES</p> <p>Is voltage between starting switch terminal BR and chassis ground normal?</p> <ul style="list-style-type: none"> • Turn starting switch OFF. • Max. 1 V </div> </div>	2 YES	Short circuit with power source in wiring harness between M13 (female) (2) – M6 (3) – fuse 5 – starting switch terminal BR, or R5 (female) (4), or R3 (female)	Repair or replace
	NO	Defective starting switch	Replace
	NO	Defective engine stop solenoid	Replace

E-2 Related electrical circuit diagram



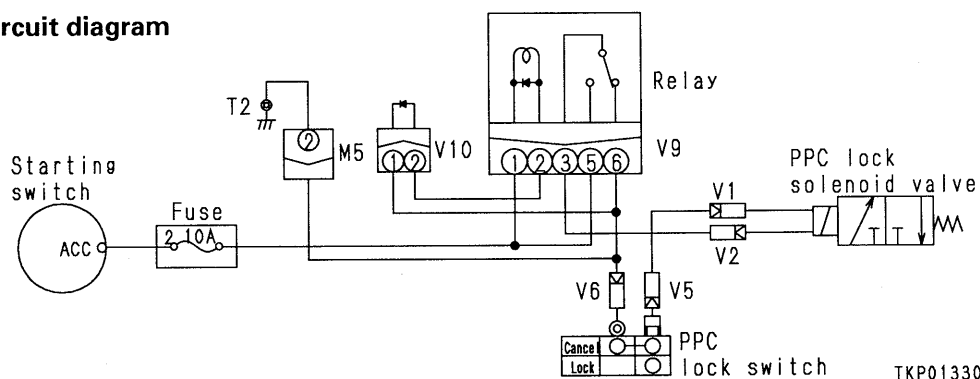
E-3 Work equipment does not move even when work equipment lock lever is canceled

- ★ Check that fuse 2 is normal (if it is blown, check for a short circuit with the ground in the circuits related to fuse 2).
- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.



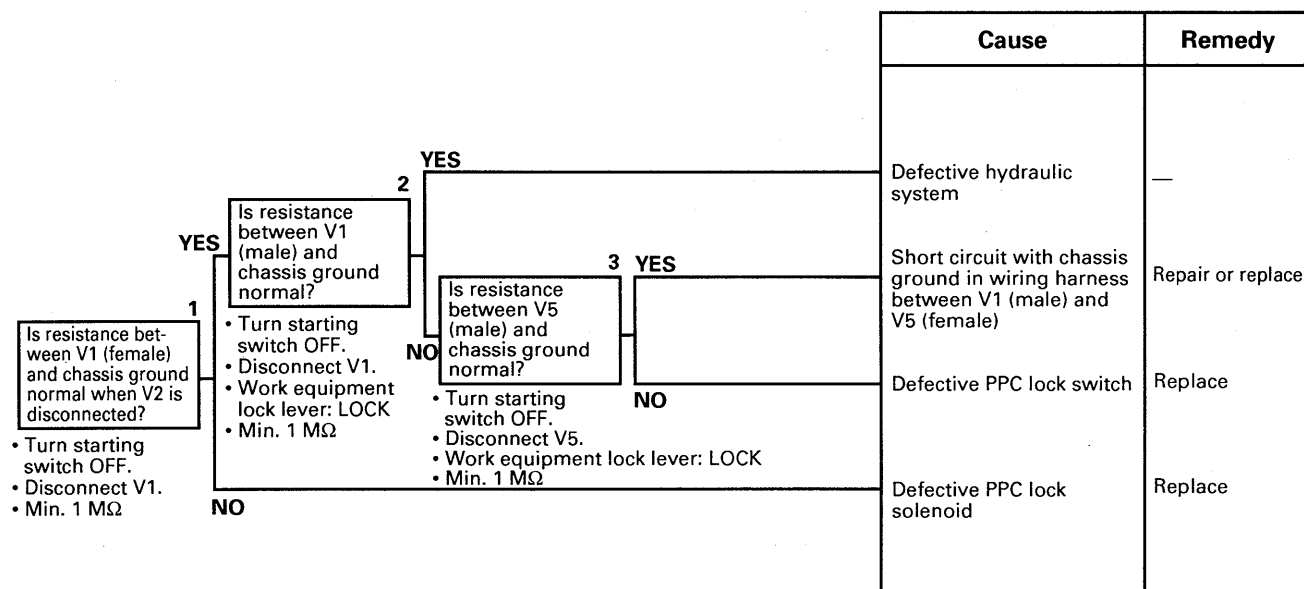
Note: Check the resistance value with the tester diode mode. If there is continuity, go to YES.

E-3 Related electric circuit diagram

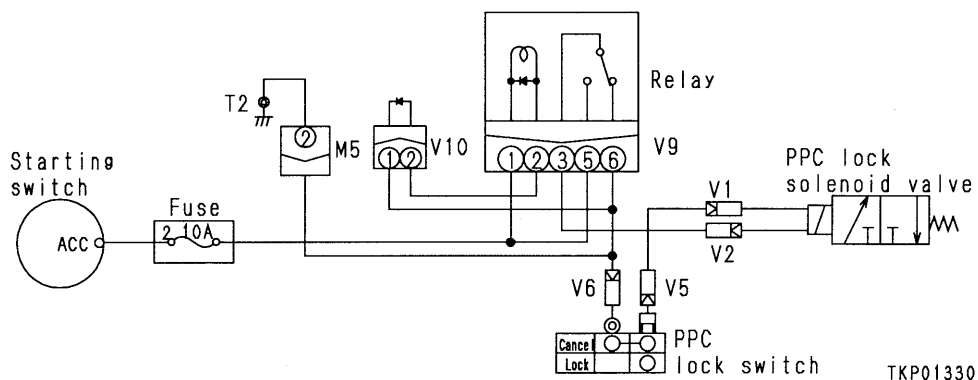


E-4 Work equipment moves even when work equipment lock lever is locked

- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

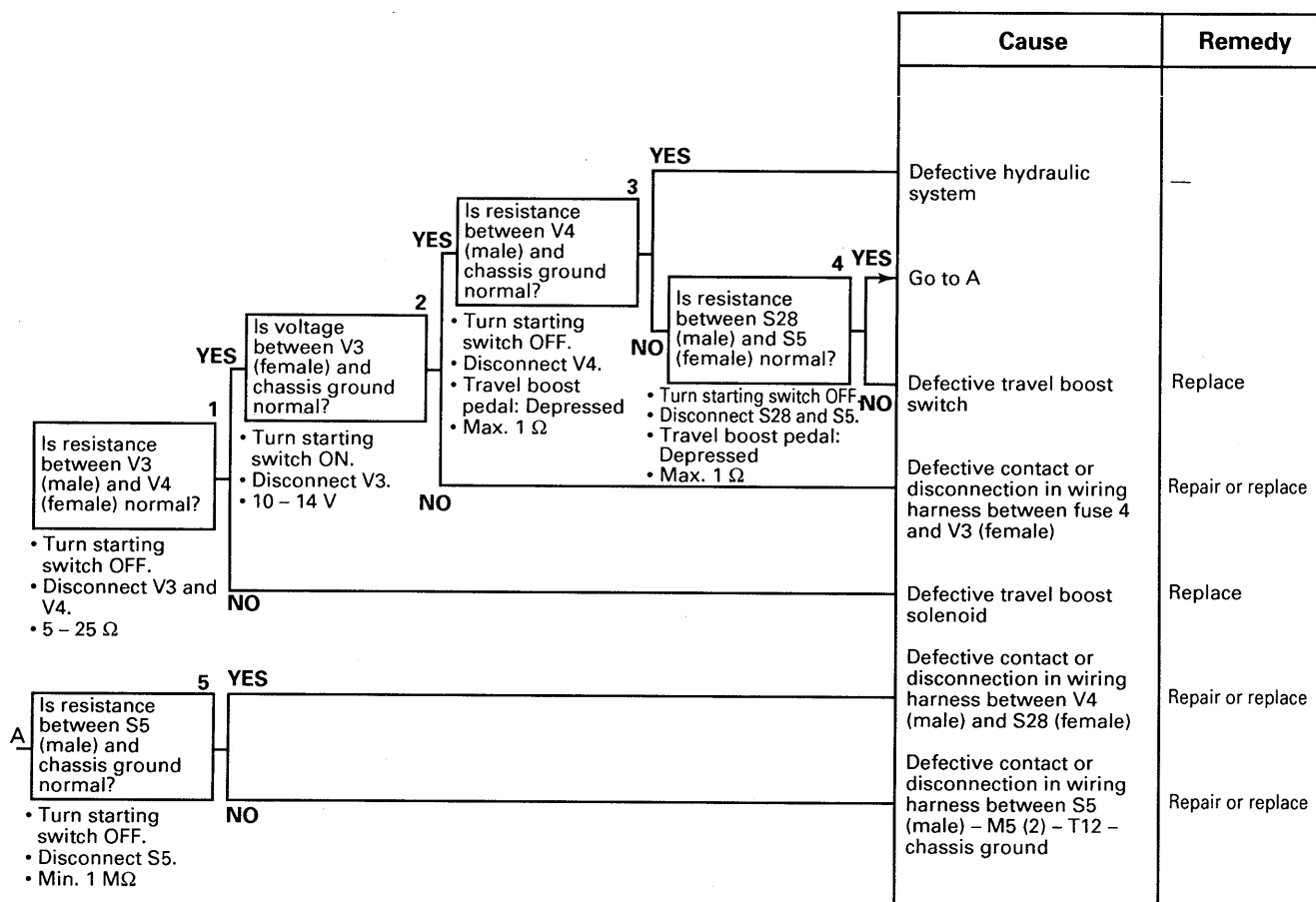


E-4 Related electric circuit diagram

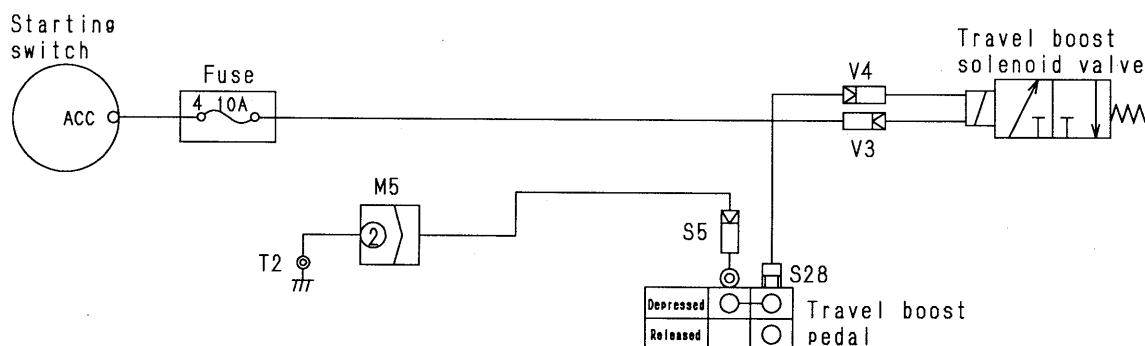


E-5 Travel speed does not increase even when travel boost pedal is depressed

- ★ Check that fuse 4 is normal (if it is blown, check for a short circuit with the ground in the circuits related to fuse 4).
- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.



E-5 Related electric circuit diagram



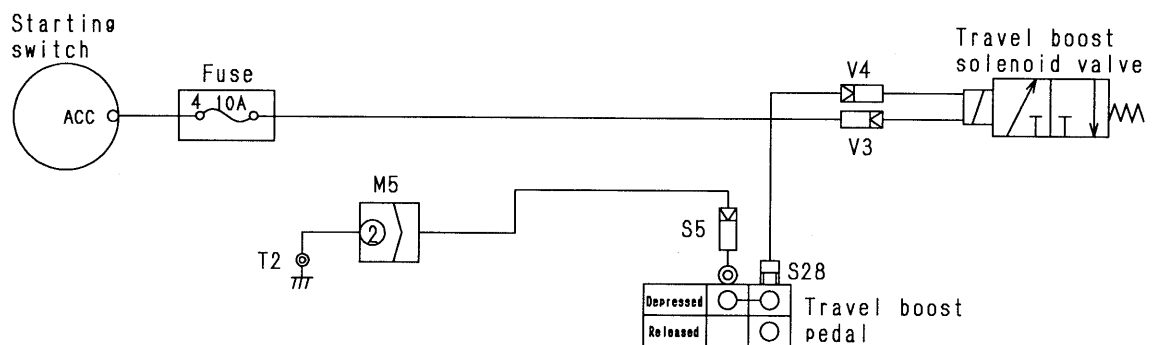
TKP01331

E-6 Travel speed does not decrease even when travel boost pedal is released

- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

		Cause	Remedy
<div><div>1</div><div>Is resistance between V4 (female) and chassis ground normal when V3 is disconnected?</div><div><div>• Turn starting switch OFF.</div><div>• Disconnect V4.</div><div>• Travel boost switch: Released</div><div>• Min. 1 MΩ</div></div><div>YES</div><div>2</div><div>Is resistance between V4 (male) and chassis ground normal?</div><div><div>• Turn starting switch OFF.</div><div>• Disconnect V4.</div><div>• Travel boost switch: Released</div><div>• Min. 1 MΩ</div></div><div>NO</div><div>3</div><div>Is resistance between S28 (male) and chassis ground normal?</div><div><div>• Turn starting switch OFF.</div><div>• Disconnect S28.</div><div>• Travel boost switch: Released</div><div>• Min. 1 MΩ</div></div><div>YES</div><div>NO</div><div>NO</div></div>		Defective hydraulic system	—
		Defective contact or disconnection in wiring harness between V4 (male) and S28 (female)	Repair or replace
		Defective travel boost switch	Replace
		Defective travel boost solenoid	Replace

E-6 Related electric circuit diagram



TKP01331

TROUBLESHOOTING OF HYDRAULIC, MECHANICAL SYSTEM (H MODE)

Table of failure modes and causes	20-402
H- 1 Speeds of all work equipment, swing, travel are slow or lack power	20-404
H- 2 There is excessive drop in engine speed, or engine stalls	20-405
H- 3 No work equipment, travel, swing move	20-406
H- 4 Abnormal noise generated (from around pump)	20-406
H- 5 Fine control ability is poor or response is poor	20-407
H- 6 Boom is slow or lacks power	20-408
H- 7 Arm is slow or lacks power	20-408
H- 8 Bucket is slow or lacks power	20-409
H- 9 Boom swing is slow or lacks power	20-409
H-10 Blade is slow or lacks power	20-410
H-11 Boom, arm, bucket do not move (boom swing, blade, travel and swing are normal)	20-410
H-12 Excessive hydraulic drift (boom, arm, bucket, boom swing, blade)	20-411
a) Boom	20-411
b) Arm, bucket, boom swing	20-411
c) Blade	20-411
H-13 Excessive time lag (engine at low idling)	20-412
H-14 In compound operations, work equipment with larger load is slow	20-412
H-15 Travel deviation	20-413
a) Deviation in normal travel	20-413
b) Deviation when starting	20-413
H-16 Travel speed is slow or lacks power	20-414
H-17 Steering does not turn easily	20-414
H-18 Travel speed does not switch	20-415
H-19 Travel does not move (one side only)	20-415
H-20 Swing speed is slow or lacks power	20-416
a) Speed is slow or lacks power in both directions	20-416
b) Speed is slow or lacks power in one direction only (left or right)	20-416
H-21 Does not swing	20-417
a) Does not swing in either direction	20-417
b) Does not swing in one direction (left or right)	20-417
H-22 Swing acceleration is poor	20-418
a) Acceleration is poor in both directions	20-418
b) Acceleration is poor in one direction only (left or right)	20-418
H-23 Excessive overrun when stopping swing	20-419
a) Overrun when stopping is excessive in both directions	20-419
b) Overrun when stopping is excessive in one direction only (left or right)	20-419
H-24 Excessive shock when stopping swing (in one direction only)	20-420
H-25 Excessive abnormal noise when stopping swing	20-420
H-26 Excessive hydraulic drift of swing	20-420

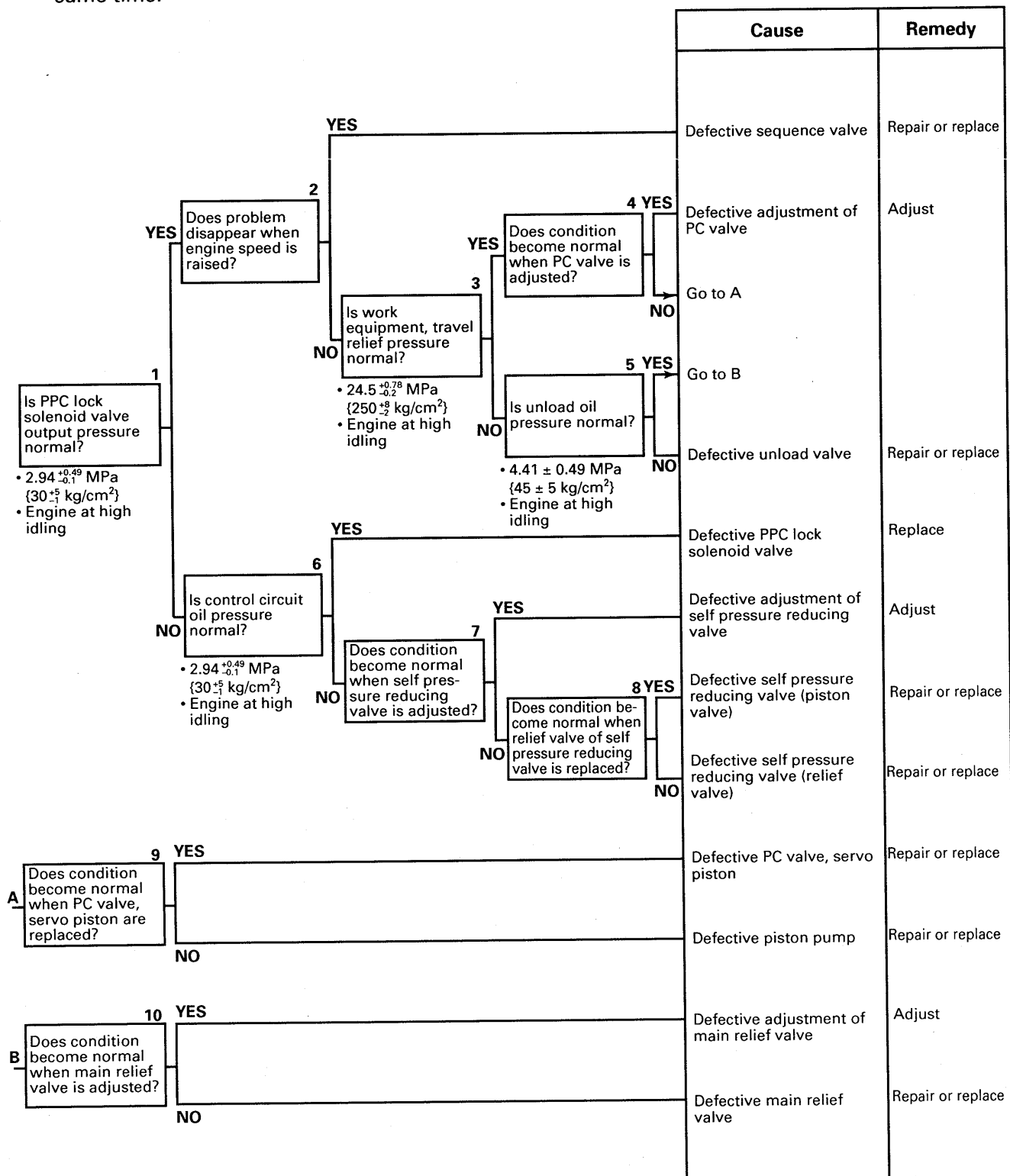
TABLE OF FAILURE MODES AND CAUSES

Failure mode		Parts causing failure										Hydraulic pump		Control valve				
		Damper	Strainer	PC valve	LS valve	Servo piston	Piston pump	Gear pump	Spool	Unload valve	Main relief valve	Self pressure reducing valve	Sequence valve					
All work equipment, travel, swing	Speeds of all work equipment, swing, travel are slow or lack power				●	●	●			●	●	●	●					
	There is excessive drop in engine speed, or engine stalls				●	●	●				●							
	No work equipment, travel, swing move		●				●								●			
	Abnormal noise generated (around pump)			●			●											
	Fine control ability is poor or response is poor				●	●	●	●		●								
Work equipment	Boom is slow or lacks power								●									
	Arm is slow or lacks power								●									
	Bucket is slow or lacks power								●									
	Boom swing is slow or lacks power								●									
	Blade is slow or lacks power								●									
	Boom does not move								●									
	Arm does not move								●									
	Bucket does not move								●									
	Excessive hydraulic drift	Boom								●								
		Arm								●								
		Bucket								●								
		Boom swing								●								
		Blade								●								
	Excessive time lag								●									
	In compound operations, work equipment with larger load is slow								●									
Travel system	Travel deviation	Deviation during normal travel							●									
		Deviation when starting																
	Travel speed is slow or lacks power				●	●					●							
	Steering does not turn easily								●									
	Travel speed does not switch																	
	Travel does not move (one side only)																	
Swing system	Swing speed is slow or lacks power	Both left and right							●									
		One direction only							●									
	Does not swing	Both left and right							●									
		One direction only							●									
	Swing acceleration is poor	Both left and right							●									
		One direction only							●									
	Excessive overrun when stopping swing	Both left and right							●									
		One direction only							●									
	Excessive shock when stopping swing (one direction only)								●									
Excessive abnormal noise when stopping swing																		
Excessive hydraulic drift of swing																		

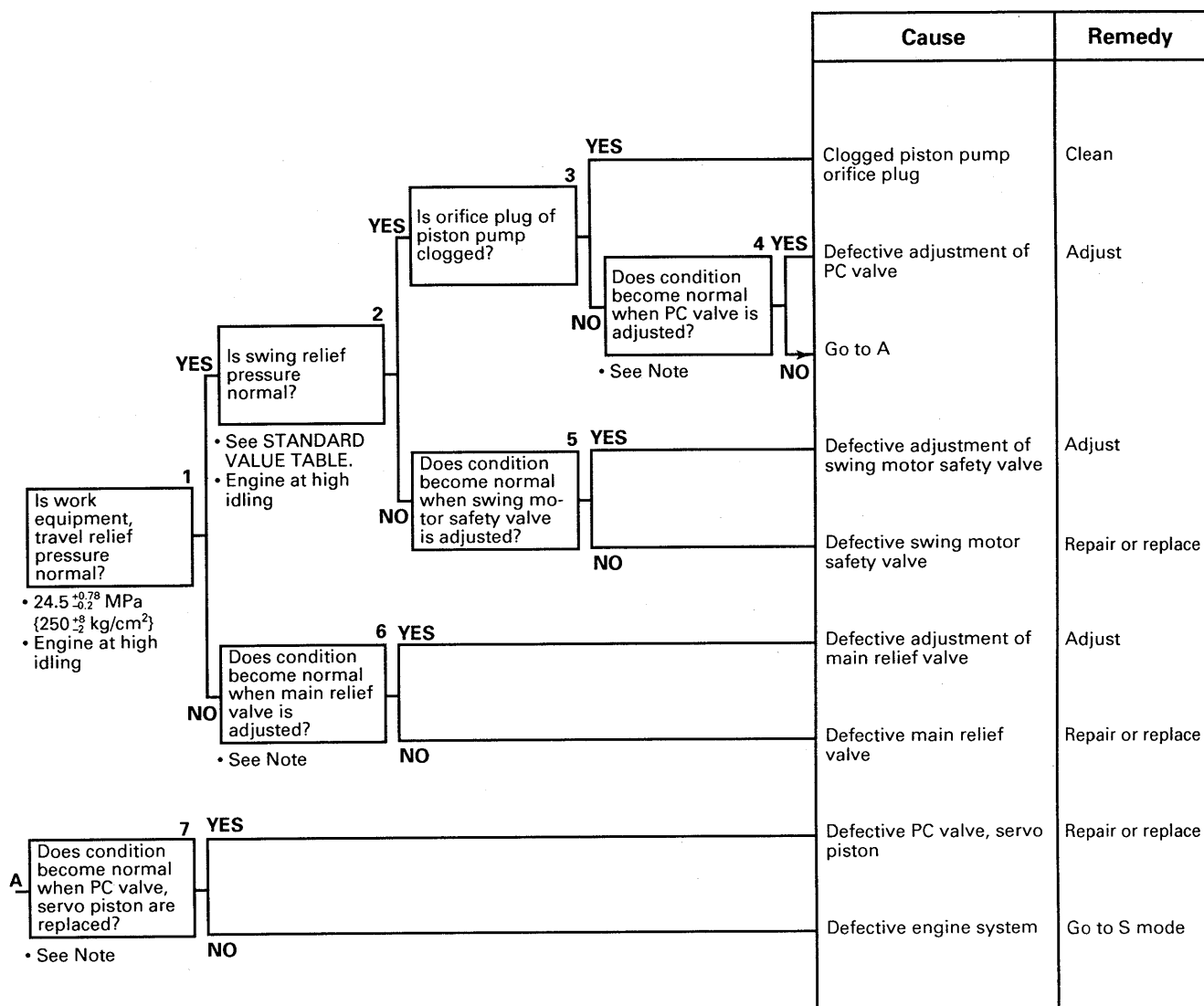
Control valve							Sole-noid valve	Swing motor					Travel motor					Trouble-shooting mode								
Pressure compensation valve	Central safety valve	Check valve	Blade safety valve	Suction valve	PPC shuttle valve	Boom lock valve	Cooler check valve	PPC lock solenoid	Travel boost solenoid	PPC valve	Swing holding brake	Safety valve	Check valve	Suction valve	Motor proper	Swing machinery	Center swivel joint		Counterbalance valve	Check valve	Speed selector servo	Motor proper	Final drive	Hydraulic cylinder	Control valve	Engine system
								●																		H-1
●								●				●													●	H-2
																										H-3
																										H-4
●	●									●													●			H-5
●	●									●													●			H-6
●	●									●													●			H-7
●	●									●													●			H-8
●	●									●													●	●		H-9
●	●		●																				●	●		H-10
										●																H-11
										●																
										●																
																							●			H-12
																						●				
																						●				
																						●				
●																										H-13
●																		●			●	●		●		H-14
																		●								H-15
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									●										●							H-18
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											●															H-24
											●															H-25
											●															H-26

H-1 Speeds of all work equipment, swing, travel are slow or lack power

★ Carry out this troubleshooting if the actuators in 2 or more systems are slow or lack power at the same time.



H-2 There is excessive drop in engine speed, or engine stalls



Table

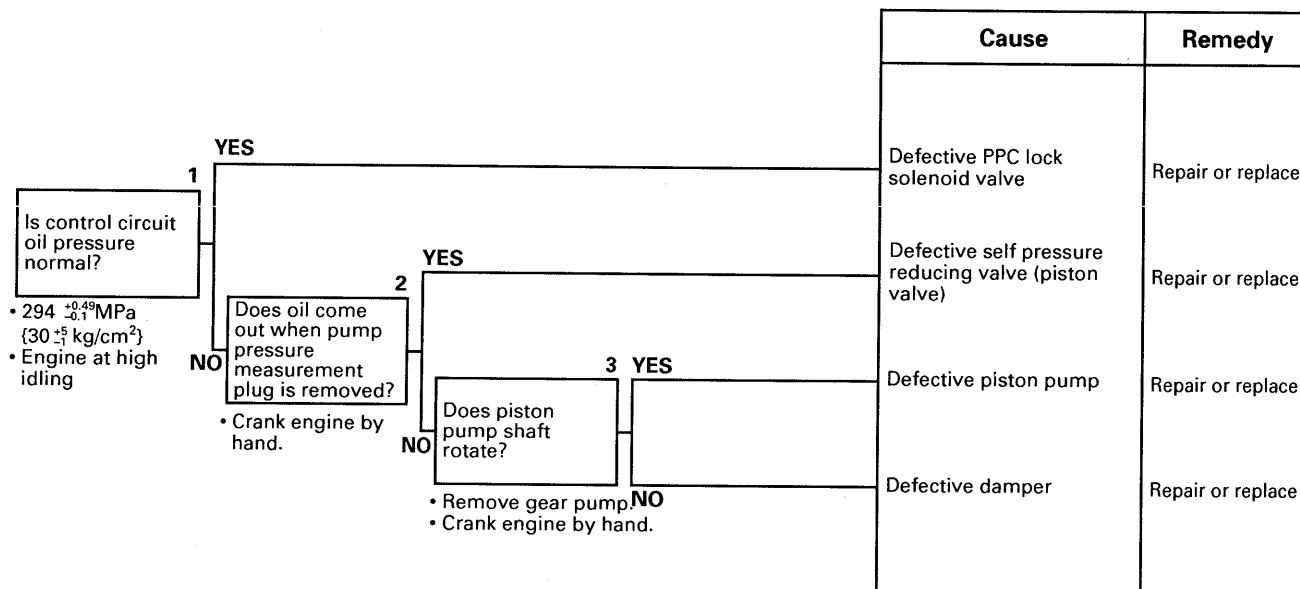
Model	Swing relief pressure
PC30R	15.19 $\pm_{-0.49}^{+1.47}$ MPa {155 \pm_{-5}^{+15} kg/cm ² }
PC35R	16.17 $\pm_{-0.49}^{+1.47}$ MPa {165 \pm_{-5}^{+15} kg/cm ² }
PC40R	17.64 $\pm_{-0.49}^{+1.47}$ MPa {180 \pm_{-5}^{+15} kg/cm ² }
PC45R	19.6 $\pm_{-0.49}^{+1.47}$ MPa {200 \pm_{-5}^{+15} kg/cm ² }

Note: To judge, measure the engine speed during 1-pump relief or 2-pump relief.

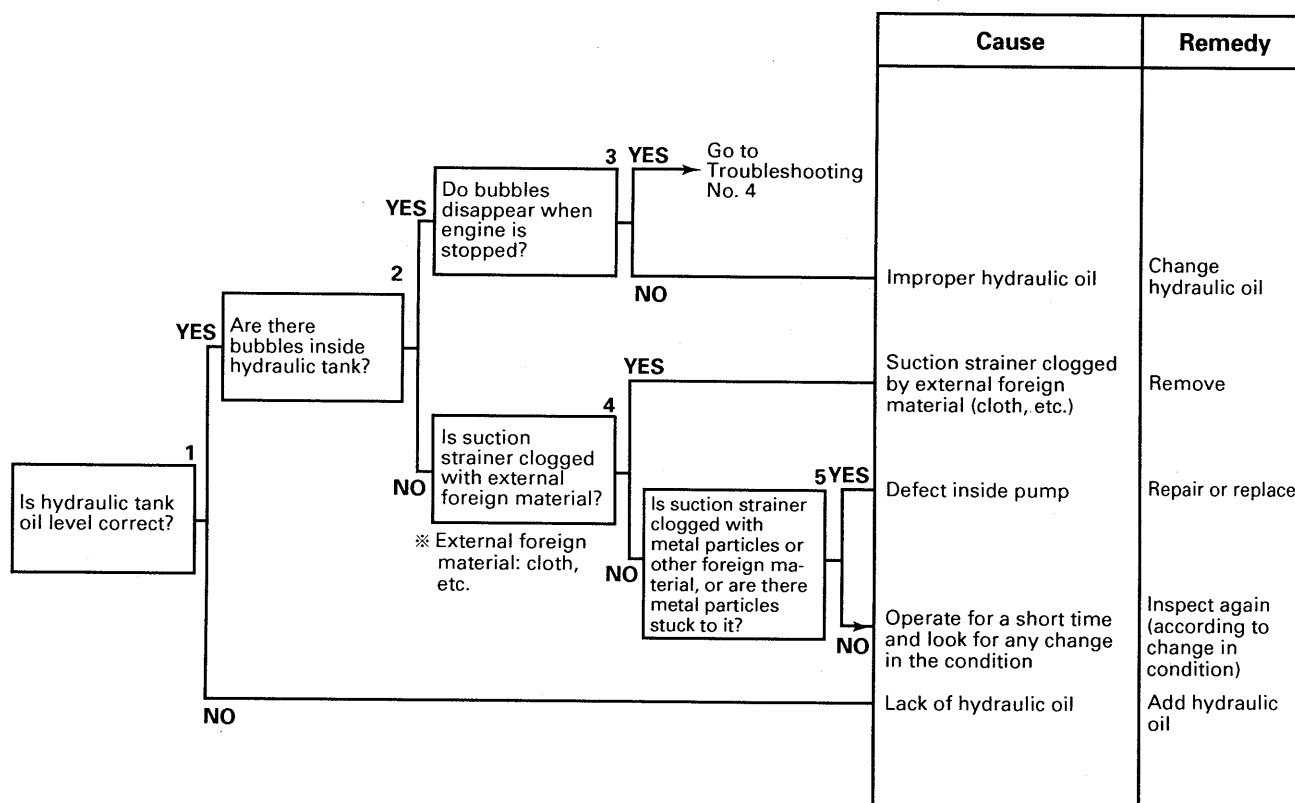
Model	1-pump relief	2-pump relief
PC30R	Min. 2060 rpm	Min. 2060 rpm
PC35R	Min. 2060 rpm	Min. 2060 rpm
PC40R	Min. 2060 rpm	Min. 2060 rpm
PC45R	Min. 2060 rpm	Min. 2060 rpm

H-3 No work equipment, travel, swing move

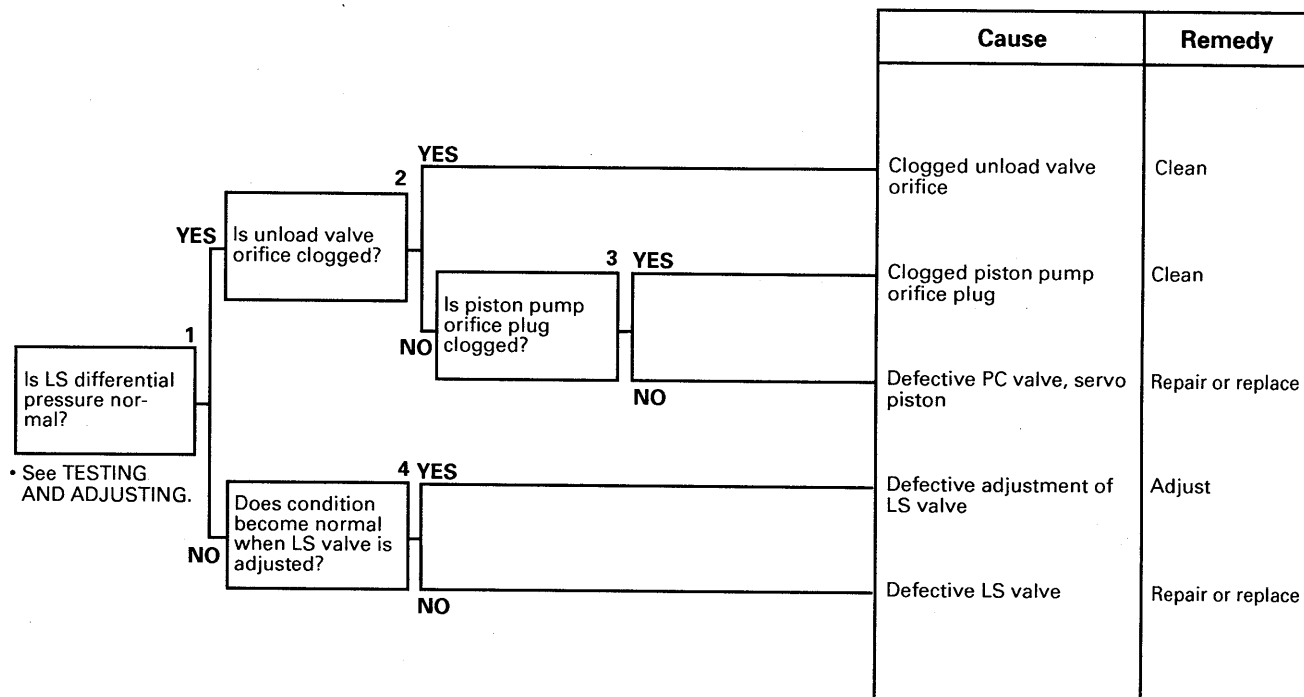
- ★ Carry out this troubleshooting if the actuators in 2 or more systems are slow or lack power at the same time.



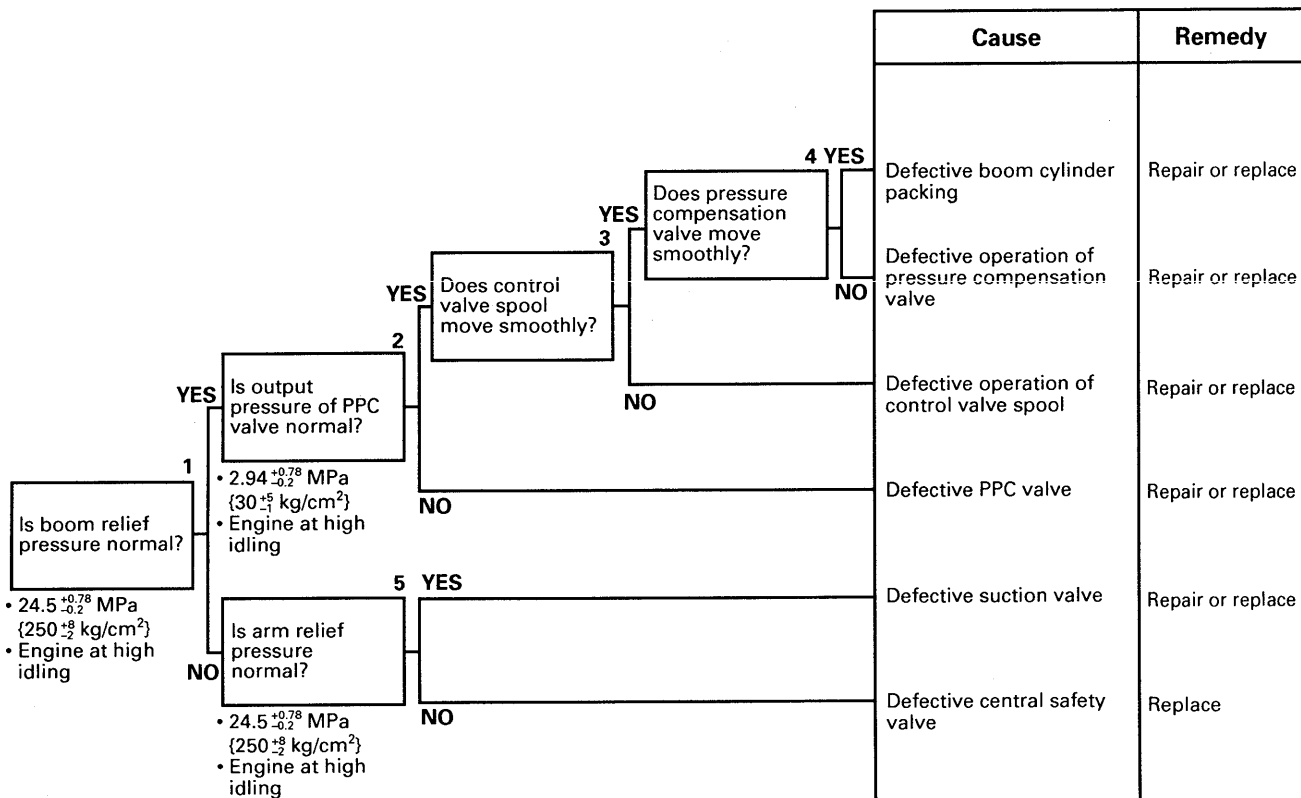
H-4 Abnormal noise generated (from around pump)



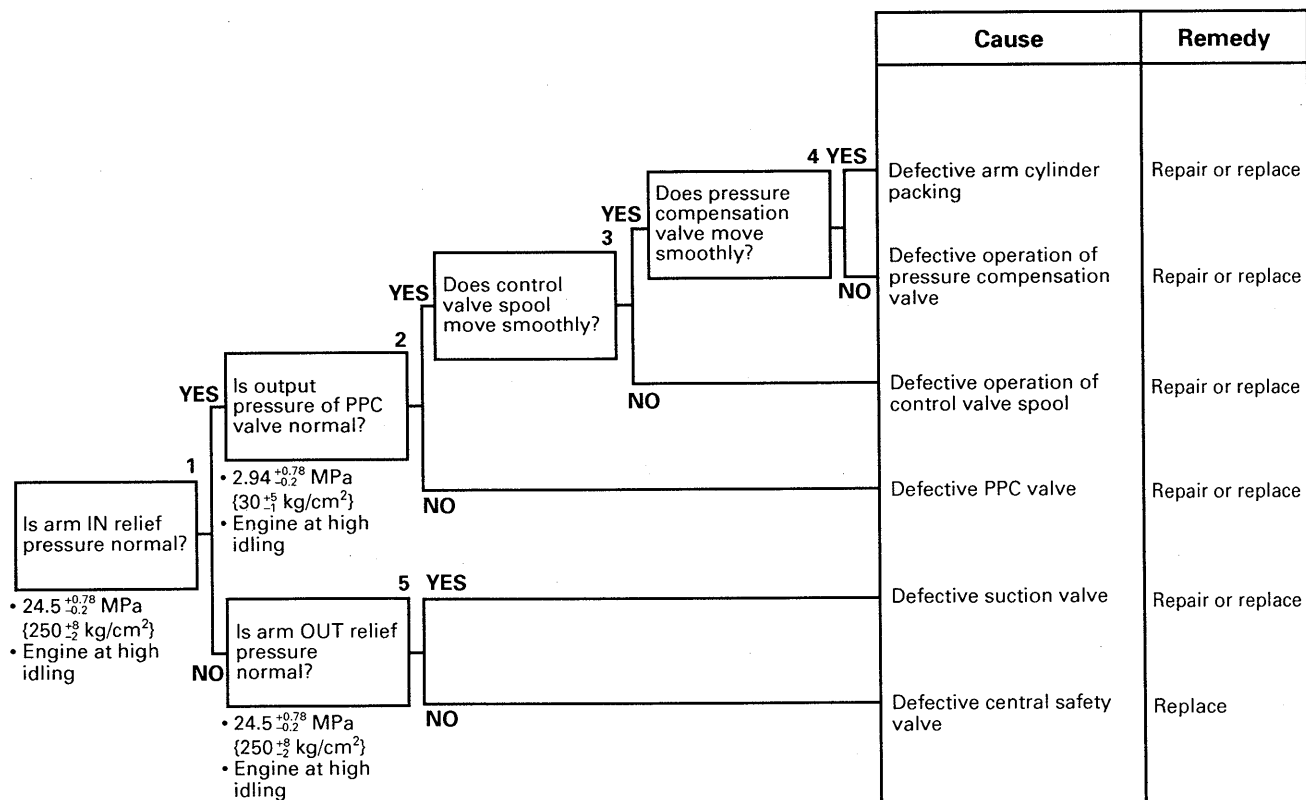
H-5 Fine control ability is poor or response is poor



H-6 Boom is slow or lacks power



H-7 Arm is slow or lacks power



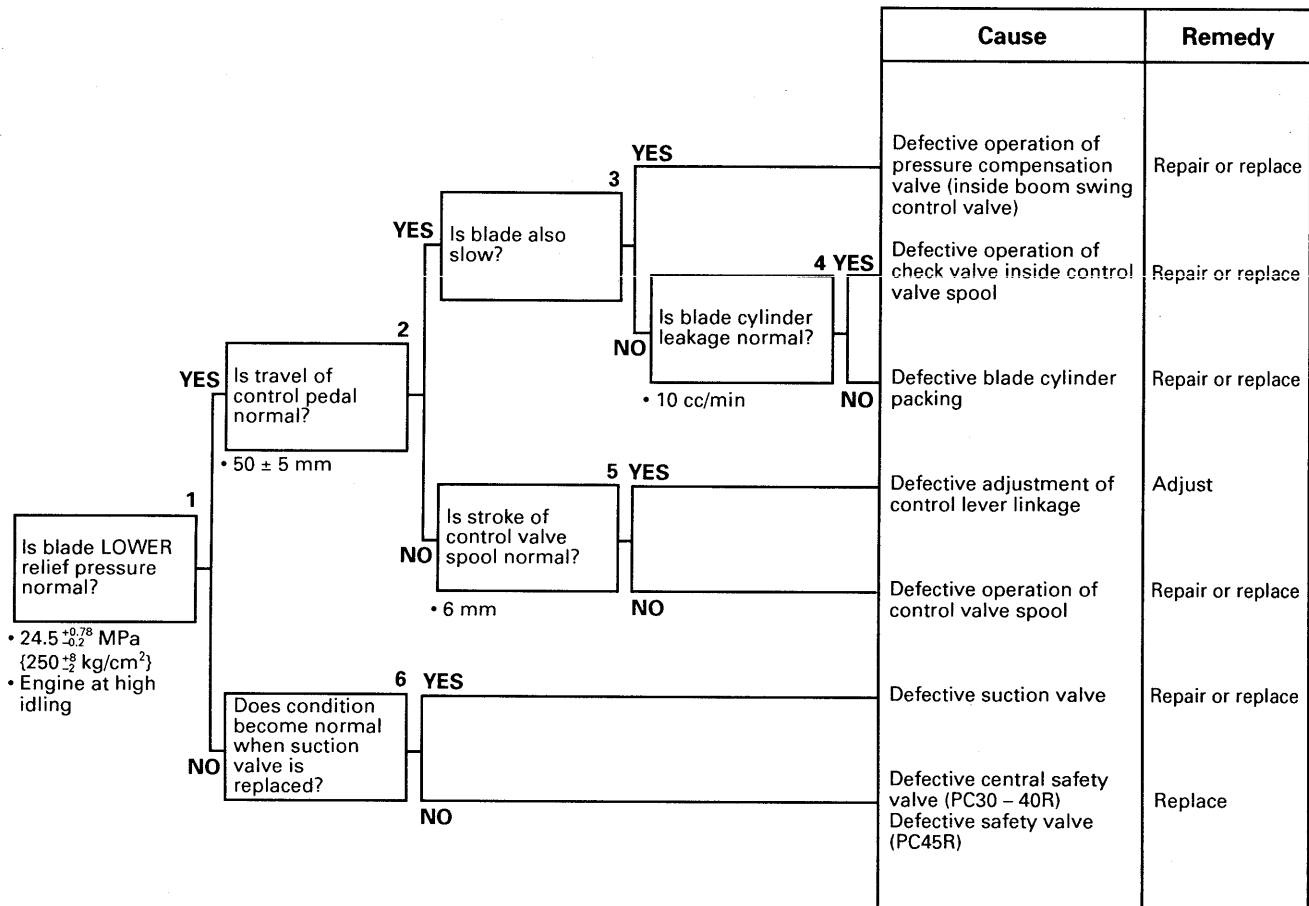
H-8 Bucket is slow or lacks power

		Cause	Remedy
<p>1 Is bucket CURL relief pressure normal?</p> <p>• $24.5^{+0.78}_{-0.2}$ MPa {250^{+8}_{-2} kg/cm²}</p> <p>• Engine at high idling</p> <p>YES</p> <p>2 Is output pressure of PPC valve normal?</p> <p>• $2.94^{+0.49}_{-0.1}$ MPa {30^{+5}_{-1} kg/cm²}</p> <p>• Engine at high idling</p> <p>NO</p> <p>3 Does control valve spool move smoothly?</p> <p>YES</p> <p>4 Does pressure compensation valve move smoothly?</p> <p>YES</p> <p>NO</p> <p>5 Is bucket DUMP relief pressure normal?</p> <p>• $24.5^{+0.78}_{-0.2}$ MPa {250^{+8}_{-2} kg/cm²}</p> <p>• Engine at high idling</p> <p>NO</p>	<p>4 YES</p> <p>NO</p> <p>NO</p> <p>NO</p> <p>NO</p> <p>NO</p>	Defective bucket cylinder packing	Repair or replace
		Defective operation of pressure compensation valve	Repair or replace
		Defective operation of control valve spool	Repair or replace
		Defective PPC valve	Repair or replace
		Defective suction valve	Repair or replace
		Defective central safety valve	Replace

H-9 Boom swing is slow or lacks power

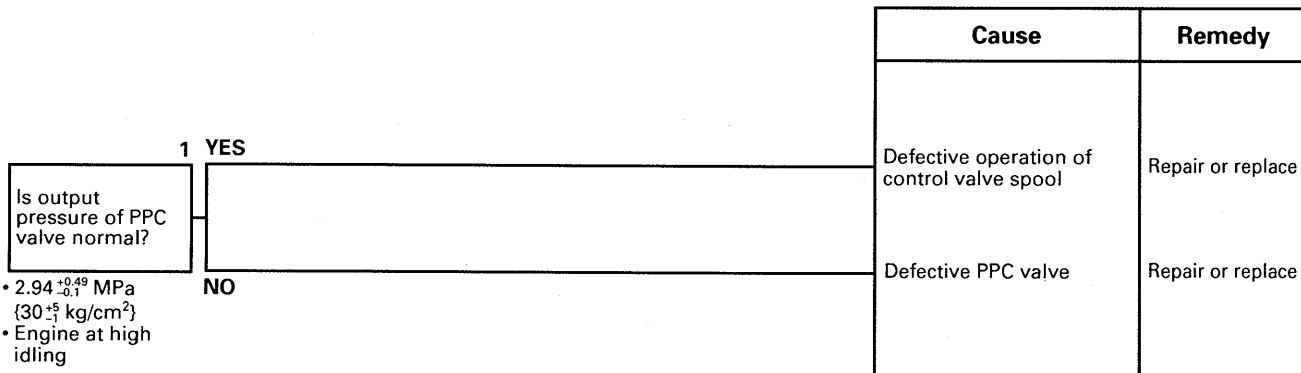
		Cause	Remedy
<p>1 Is boom swing relief pressure normal?</p> <p>• $24.5^{+0.78}_{-0.2}$ MPa {250^{+8}_{-2} kg/cm²}</p> <p>• Engine at high idling</p> <p>YES</p> <p>2 Is travel of control pedal normal?</p> <p>• 25 ± 5 mm</p> <p>NO</p> <p>3 Is blade also slow?</p> <p>YES</p> <p>4 Is boom swing cylinder leakage normal?</p> <p>• 10 cc/min</p> <p>NO</p> <p>5 Is stroke of control valve spool normal?</p> <p>• 6 mm</p> <p>NO</p> <p>6 Is arm relief pressure normal?</p> <p>• $24.5^{+0.78}_{-0.2}$ MPa {250^{+8}_{-2} kg/cm²}</p> <p>• Engine at high idling</p> <p>NO</p>	<p>YES</p> <p>NO</p> <p>NO</p> <p>NO</p> <p>NO</p> <p>NO</p>	Defective operation of pressure compensation valve	Repair or replace
		Defective operation of check valve inside control valve spool	Repair or replace
		Defective boom swing cylinder packing	Repair or replace
		Defective adjustment of control pedal linkage	Adjust
		Defective operation of control valve spool	Repair or replace
		Defective suction valve	Repair or replace
		Defective central safety valve	Replace

H-10 Blade is slow or lacks power



H-11 Boom, arm, bucket do not move (boom swing, blade, travel and swing are normal)

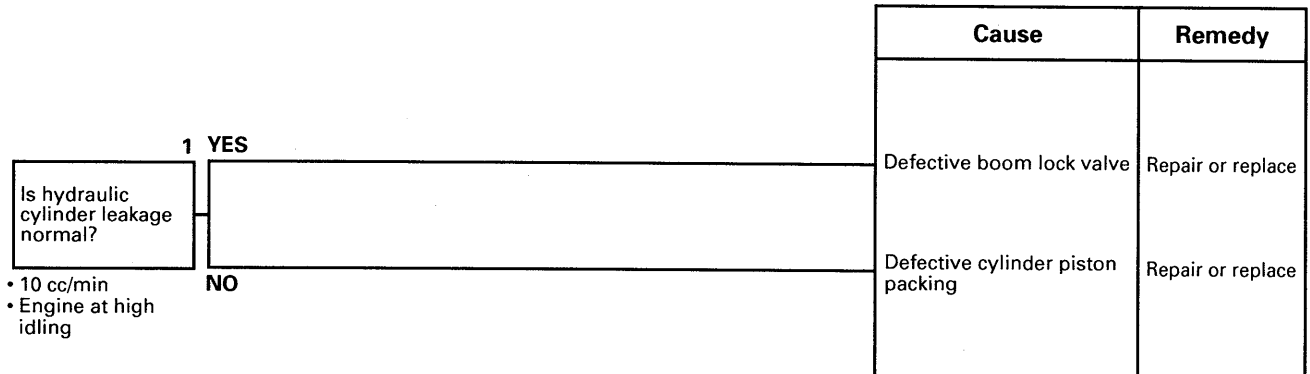
★ If the boom, arm, or bucket do not move when they are operated independently.



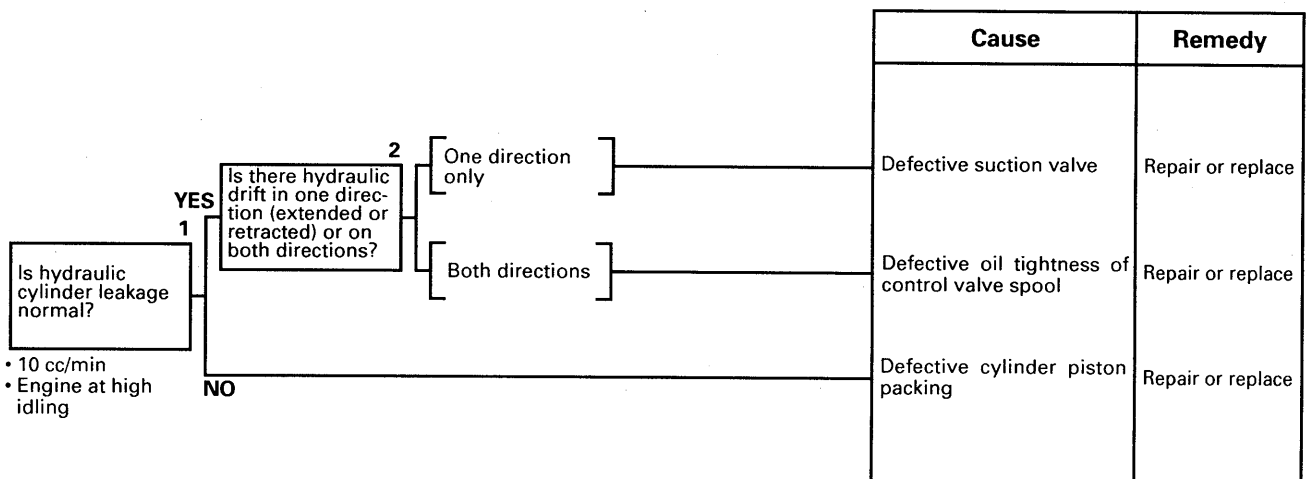
H-12 Excessive hydraulic drift (boom, arm, bucket, boom swing, blade)

- ★ When there is simultaneous hydraulic drift in the boom, arm, bucket, and boom swing, judge that the cause is a defective central safety valve.

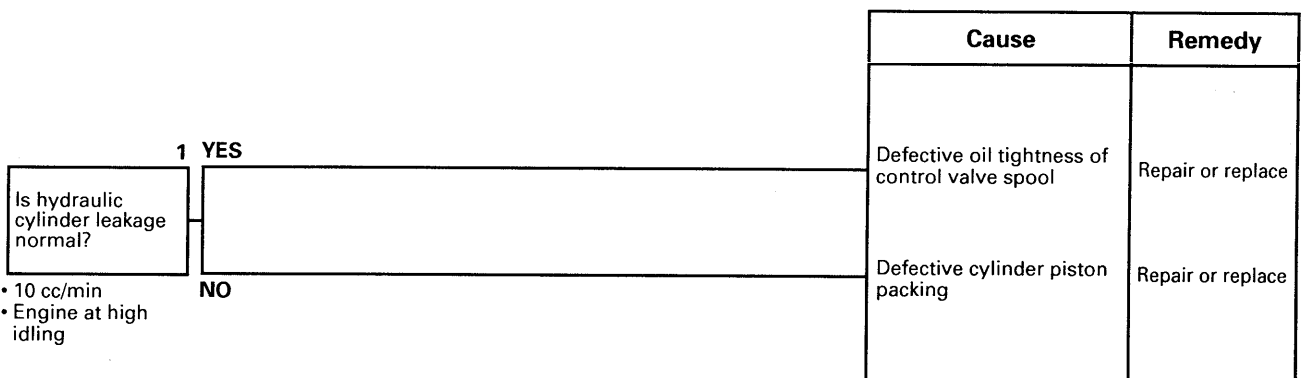
a) Boom



b) Arm, bucket, boom swing



c) Blade



H-13 Excessive time lag (engine at low idling)

★ When the work equipment speed is normal.

	Cause	Remedy
	Defective suction valve	Repair or replace

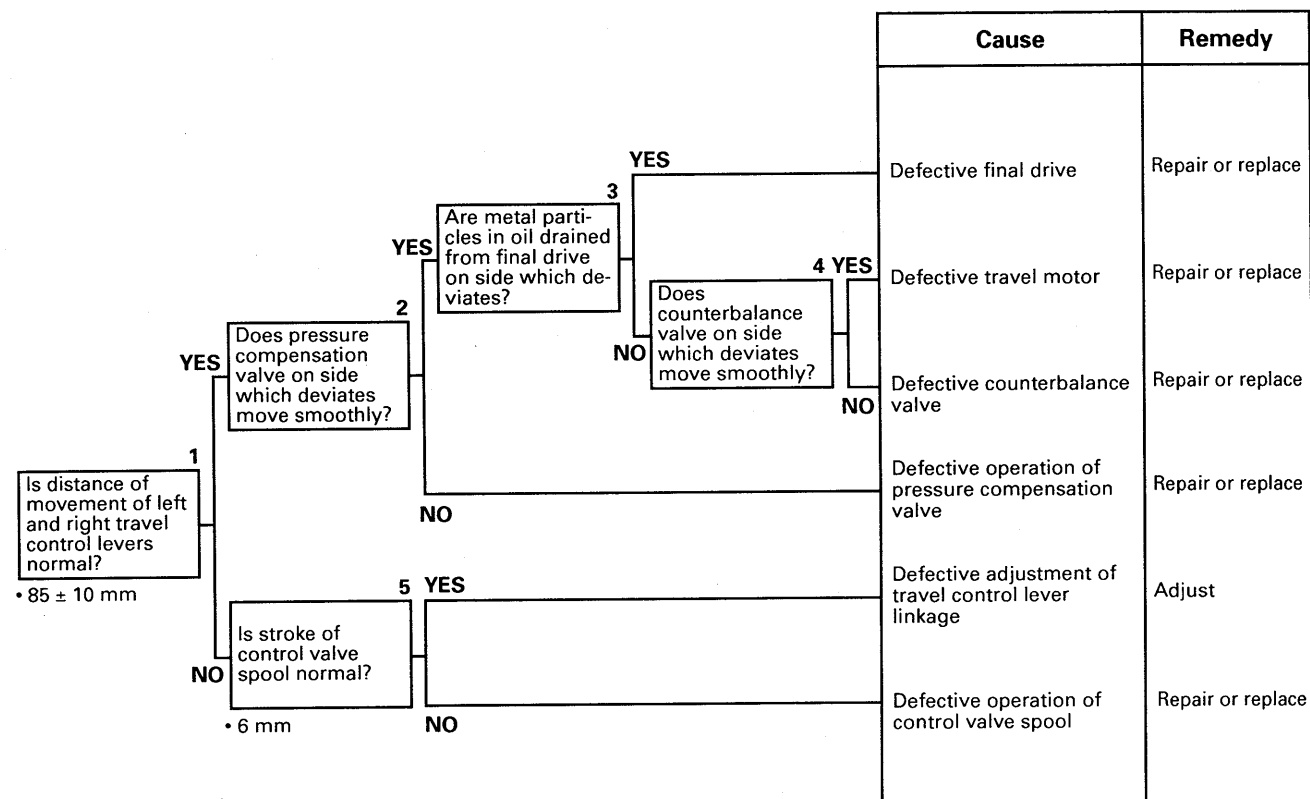
H-14 In compound operations, work equipment with larger load is slow

	Cause	Remedy
	Defective operation of pressure compensation valve on side where load is light	Replace

	Combination for compound operation	Side with larger load	Side with lighter load
1	Boom RAISE + arm IN	Boom RAISE	Arm IN
2	Boom RAISE + arm OUT	Arm OUT	Boom RAISE
3	Boom RAISE + bucket CURL	Boom RAISE	Bucket CURL
4	Arm OUT + bucket CURL	Arm OUT	Bucket CURL
5	Boom LOWER + arm OUT	Arm OUT	Boom LOWER

H-15 Travel deviation

a) Deviation in normal travel

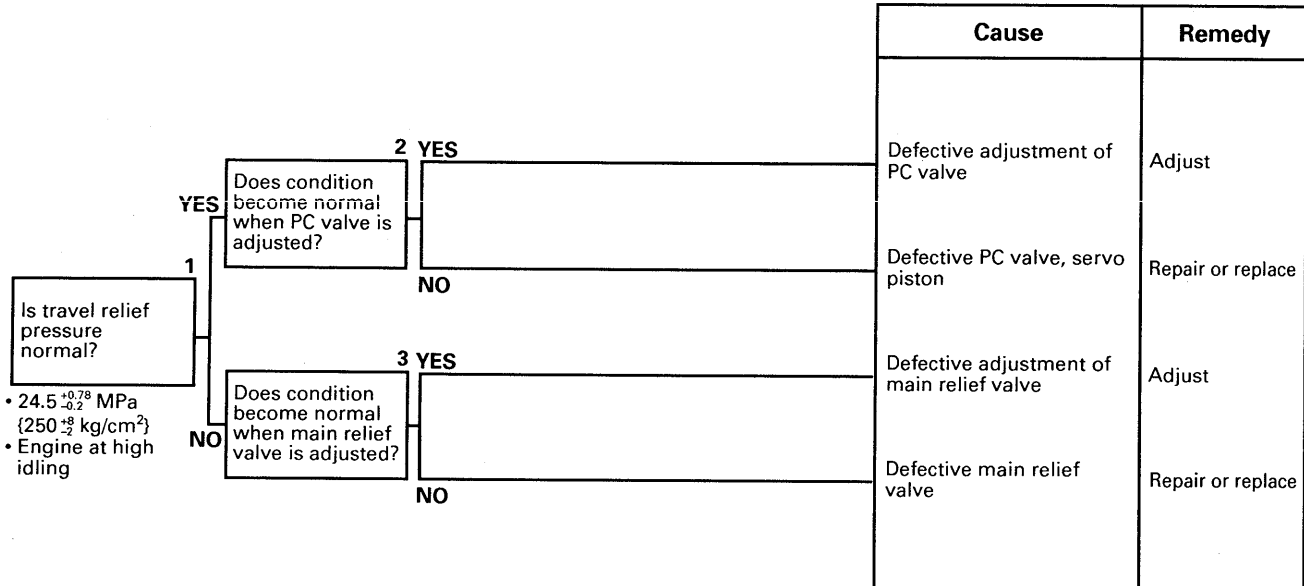


b) Deviation when starting

Cause	Remedy
Defective operation of counterbalance valve	Repair or replace

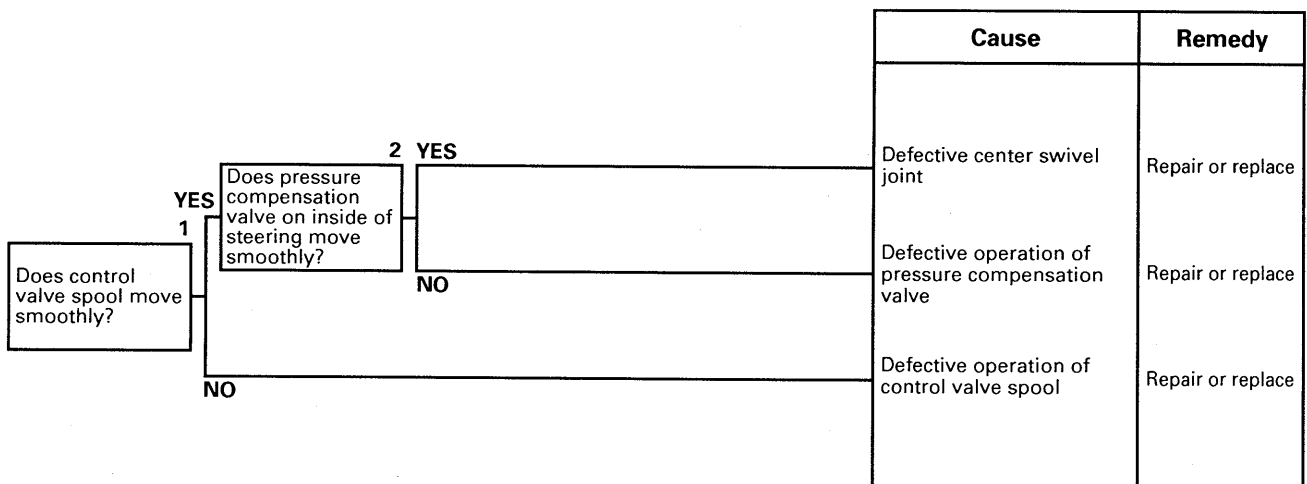
H-16 Travel speed is slow or lacks power

- ★ When there is no travel deviation (if there is travel deviation, go to H-15 Travel deviation).
- ★ When the work equipment speed is normal.



H-17 Steering does not turn easily

- ★ When there is no travel deviation (if there is travel deviation, go to H-15 Travel deviation).



H-18 Travel speed does not switch

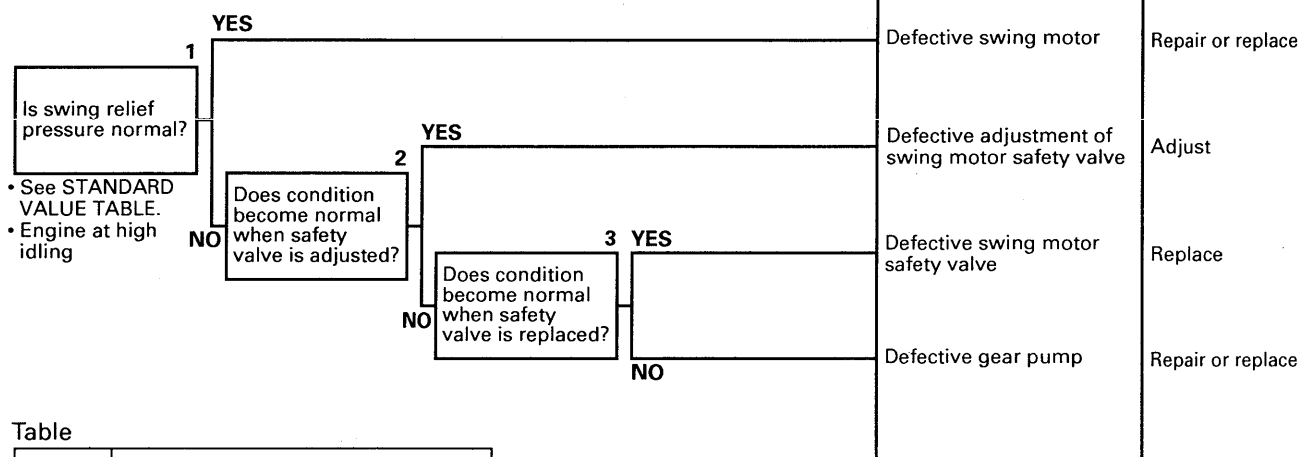
		Cause	Remedy
<div> <div>1 YES</div> <div>Is output pressure of travel boost solenoid valve normal?</div> <div> <ul style="list-style-type: none"> Travel boost pedal NO ON: $2.94^{+0.78}_{-0.2}$ MPa (30^{+8}_{-2} kg/cm²) Travel boost pedal NO OFF: 0 MPa (0 kg/cm²) Engine at high idling </div> </div>		Defective travel motor speed selector servo	Repair or replace
		Defective travel boost solenoid valve	Repair or replace

H-19 Travel does not move (one side only)

		Cause	Remedy
<div> <div>1 YES</div> <div>Is any foreign material found in oil drained from final drive?</div> <div> <div>2 YES</div> <div>Does counterbalance valve move smoothly?</div> <div>NO</div> </div> </div>		Defective final drive	Repair or replace
		Defective travel motor	Repair or replace
		Defective counterbalance valve	Repair or replace

H-20 Swing speed is slow or lacks power

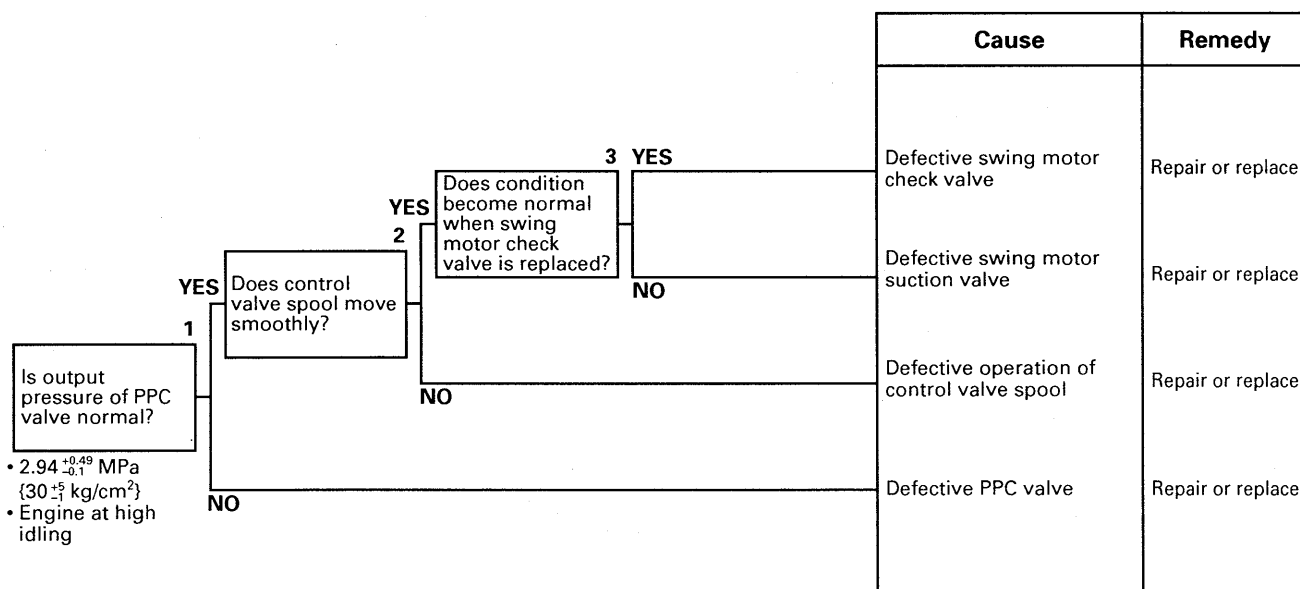
a) Speed is slow or lacks power in both directions



Table

Model	Swing relief pressure
PC30R	15.19 $^{+1.47}_{-0.49}$ MPa {155 $^{+15}_{-5}$ kg/cm ² }
PC35R	16.17 $^{+1.47}_{-0.49}$ MPa {165 $^{+15}_{-5}$ kg/cm ² }
PC40R	17.64 $^{+1.47}_{-0.49}$ MPa {180 $^{+15}_{-5}$ kg/cm ² }
PC45R	19.6 $^{+1.47}_{-0.49}$ MPa {200 $^{+15}_{-5}$ kg/cm ² }

b) Speed is slow or lacks power in one direction only (left or right)



H-21 Does not swing

a) Does not swing in either direction

		Cause	Remedy
<div> <div>1</div> <div>Does oil come out when gear pump outlet hose is disconnected?</div> <div>• Crank engine by hand.</div> </div> <div> <div>2</div> <div>Is any foreign material found in oil drained from swing machinery?</div> </div>	YES	Defective swing machinery	Repair or replace
	NO	Defective swing motor or defective swing holding brake	Repair or replace
	NO	Defective gear pump	Repair or replace

b) Does not swing in one direction (left or right)

		Cause	Remedy
<div> <div>1</div> <div>Is output pressure of PPC valve normal?</div> <div> • $2.94^{+0.49}_{-0.1}$ MPa $\{30^{+5}_{-5}$ kg/cm²$\}$ • Engine at high idling </div> </div> <div> <div>2</div> <div>Does control valve spool move smoothly?</div> </div>	YES	Defective operation of PPC shuttle valve inside control valve	Repair or replace
	NO	Defective operation of control valve spool	Repair or replace
	NO	Defective PPC valve	Repair or replace

H-22 Swing acceleration is poor

a) Acceleration is poor in both directions

		Cause	Remedy
<div>Does condition become normal when swing motor safety valve is replaced?</div> <div>1 YES</div>	YES	Defective swing motor safety valve	Replace
	NO	Defective swing motor or defective swing holding brake	Repair or replace

b) Acceleration is poor in one direction only (left or right)

		Cause	Remedy
<div>Is output pressure of PPC valve normal?</div> <div>1</div> <div> <ul style="list-style-type: none"> • $2.94^{+0.49}_{-0.1}$ MPa {30^{+5}_{-1} kg/cm²} • Engine at high idling </div>	YES	Defective swing motor suction valve	Repair or replace
	YES	Defective operation of PPC shuttle valve inside control valve	Repair or replace
	NO	Defective operation of control valve spool	Repair or replace
	NO	Defective PPC valve	Repair or replace

<div>Does control valve spool move smoothly?</div> <div>2</div>	YES	<div>Does PPC shuttle valve inside control valve move smoothly?</div> <div>3 YES</div>	Defective swing motor suction valve	Repair or replace
	NO	NO	Defective operation of PPC shuttle valve inside control valve	Repair or replace

H-23 Excessive overrun when stopping swing

a) Overrun when stopping is excessive in both directions

		Cause	Remedy
1 YES Is pump relief pressure normal when swing is relieved? • See STANDARD VALUE TABLE. • Engine at high idling	YES	Defective swing motor	Repair or replace
	NO	Defective swing motor safety valve	Replace

Table

Model	Swing relief pressure
PC30R	15.19 $\begin{smallmatrix} +1.47 \\ -0.49 \end{smallmatrix}$ MPa {155 $\begin{smallmatrix} +15 \\ -5 \end{smallmatrix}$ kg/cm ² }
PC35R	16.17 $\begin{smallmatrix} +1.47 \\ -0.49 \end{smallmatrix}$ MPa {165 $\begin{smallmatrix} +15 \\ -5 \end{smallmatrix}$ kg/cm ² }
PC40R	17.64 $\begin{smallmatrix} +1.47 \\ -0.49 \end{smallmatrix}$ MPa {180 $\begin{smallmatrix} +15 \\ -5 \end{smallmatrix}$ kg/cm ² }
PC45R	19.6 $\begin{smallmatrix} +1.47 \\ -0.49 \end{smallmatrix}$ MPa {200 $\begin{smallmatrix} +15 \\ -5 \end{smallmatrix}$ kg/cm ² }

b) Overrun when stopping is excessive in one direction only (left or right)

		Cause	Remedy
1 Does control valve spool move smoothly? YES Does condition become normal when swing motor suction valve is replaced? YES Does condition become normal when swing motor check valve is replaced? YES NO NO	YES	Defective swing motor suction valve	Repair or replace
	YES	Defective swing motor check valve	Repair or replace
	NO	Defective PPC valve	Repair or replace
	NO	Defective operation of control valve spool	Repair or replace

H-24 Excessive shock when stopping swing (in one direction only)

		Cause	Remedy
<div> <div>Does control valve spool move smoothly?</div> <div>1 YES</div> </div>		Defective PPC valve	Repair or replace
	NO	Defective operation of control valve spool	Repair or replace

H-25 Excessive abnormal noise when stopping swing

		Cause	Remedy
<div> <div>Does condition become normal when safety valve is replaced?</div> <div>1</div> </div>	YES	Defective swing motor safety valve	Replace
	NO	Defective swing motor suction valve	Clean
		Defective swing machinery	Repair or replace
	<div> <div>Does condition become normal when suction valve is cleaned?</div> <div>2</div> </div>	Defective control valve cooler check valve	Repair or replace

Is foreign material found in oil drained from swing machinery?

3 YES

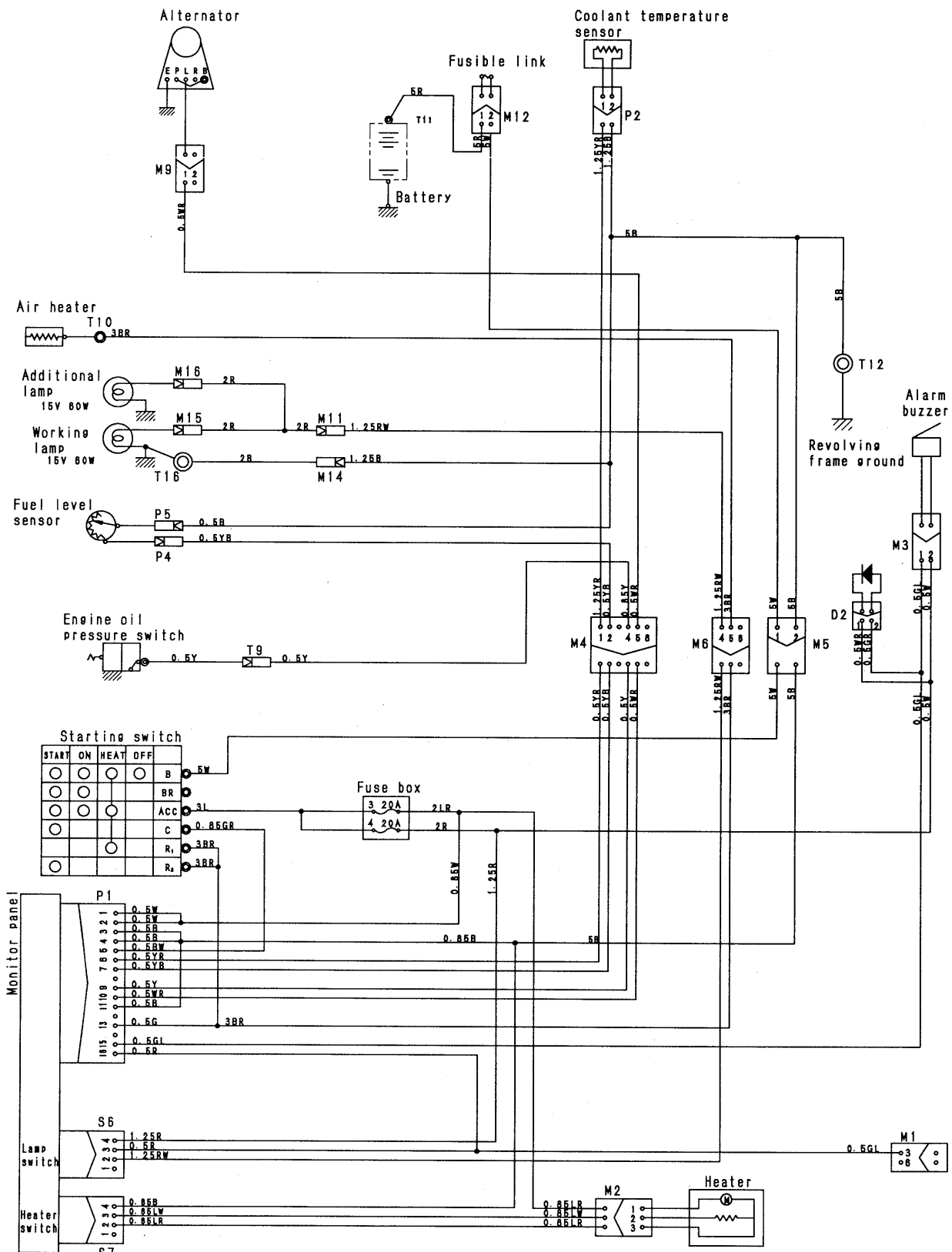
H-26 Excessive hydraulic drift of swing

		Cause	Remedy
		Defective swing holding brake	Repair or replace

TROUBLESHOOTING OF MACHINE MONITOR SYSTEM (M MODE)

Electrical circuit diagram for M mode related parts	20-502
M- 1 When starting switch is turned ON, no display is given	20-503
M- 2 When starting switch is turned ON, even when self check is completed (all lamps light up for 3 seconds), lamps do not go out	20-503
M- 3 When starting switch is turned ON, some self check lamps do not light up for 3 seconds ...	20-504
a) No gauge lamps light up (fuel, coolant temperature)	20-504
b) Caution lamps (engine oil pressure, battery charge), pilot lamp (preheating) do not light up	20-504
M- 4 During self check (all lamps light up for 3 seconds), even if starting switch is turned to START, self check is not completed for 3 seconds	20-504
M- 5 When starting switch is ON (engine stopped), engine oil pressure caution lamp does not light up	20-505
M- 6 When starting switch is ON (engine stopped), charge caution lamp does not light up	20-505
M- 7 When starting switch is turned to HEAT, preheating pilot lamp does not light up	20-506
M- 8 When engine is running, engine oil pressure caution lamp lights up	20-506
M- 9 When engine is running, charge caution lamp lights up	20-507
M-10 Abnormality in coolant temperature gauge	20-508
a) Level does not rise from segment C	20-508
b) Level does not go down from segment H, or all segments go out	20-508
c) Coolant temperature does not match gauge display	20-509
M-11 Abnormality in fuel gauge	20-510
a) Level does not rise from segment E or all segments go out	20-510
b) Level does not go down from segment F	20-510
c) Fuel level does not match gauge display	20-511
M-12 Defective operation of alarm buzzer	20-512
a) Buzzer does not sound	20-512
b) Buzzer continues to sound and does not stop	20-512
M-13 When engine is running, service meter does not advance	20-513
a) When charge caution lamp does not light up	20-513
b) When charge caution lamp lights up	20-513
c) Pilot lamp does not flash (service meter is actuated)	20-513
M-14 Night lighting does not light up	20-514
a) Gauge lighting does not light up	20-514
b) Service meter lighting does not light up	20-514

ELECTRICAL CIRCUIT DIAGRAM FOR M MODE RELATED PARTS



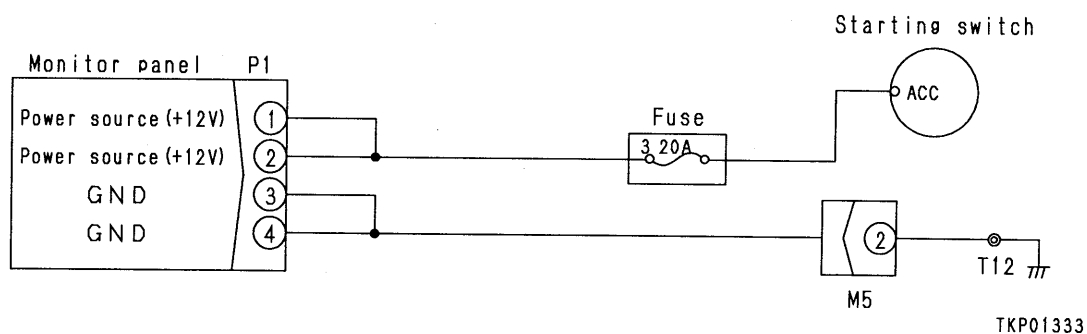
TKP01332

M-1 When starting switch is turned ON, no display is given

- ★ Check that fuse 3 is normal (if it is blown, check for a short circuit with the ground in the circuits related to fuse 3).
- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

		Cause	Remedy
<p>1</p> <p>Is voltage between P1 (1)(2) and chassis ground normal?</p> <p>• Turn starting switch ON.</p> <p>• 10 – 14 V</p>	YES		
	NO		
	YES		
	NO		
<p>2</p> <p>Is resistance between P1 (female) (3)(4) and chassis ground normal?</p> <p>• Turn starting switch OFF.</p> <p>• Disconnect P1.</p> <p>• Max. 1 Ω</p>	YES	Defective monitor panel	Replace
	NO	Defective contact or disconnection in wiring harness between P1 (female) (3)(4) – M5 (2) – T12 – chassis ground	Repair or replace
	YES	Defective contact or disconnection in wiring harness between starting switch terminal ACC – fuse 3 – P1 (female) (1)(2)	Repair or replace
	NO	Defective starting switch	Replace

M-1 Related electrical circuit diagram



M-2 When starting switch is turned ON, even when self check is completed (all lamps light up for 3 seconds), lamps do not go out

Cause	Remedy
Defective monitor panel	Replace

M-3 When starting switch is turned ON, some self check lamps do not light up for 3 seconds

a) No gauge lamps light up (fuel, coolant temperature)

	Cause	Remedy
	Defective monitor panel	Replace

b) Caution lamps (engine oil pressure, battery charge), pilot lamp (preheating) do not light up

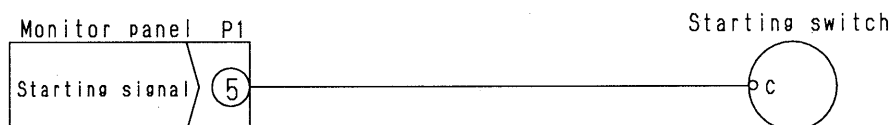
		Cause	Remedy
1 YES Is there disconnection in lamp which does not light up? • Check visually for blown bulb.		Blown bulb	Replace
	NO	Defective monitor panel	Replace

M-4 During self check (all lamps light up for 3 seconds), even if starting switch is turned to START, self check is not completed for 3 seconds

- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

		Cause	Remedy
1 YES Is voltage between P1 (5) and chassis ground normal? • Turn starting switch to START. • 10 – 14 V		Defective monitor panel	Replace
	NO	Defective contact or disconnection in wiring harness between starting switch terminal C and P1 (female) (5)	Repair or replace

M-4 Related electrical circuit diagram



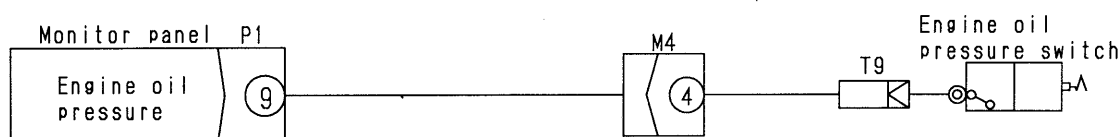
TKP01334

M-5 When starting switch is ON (engine stopped), engine oil pressure caution lamp does not light up

- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

		Cause	Remedy
<p>1 YES</p> <p>Is resistance between T9 (male) and chassis ground normal?</p> <ul style="list-style-type: none"> • Turn starting switch OFF. • Disconnect T9. • Max. 1 Ω <p>NO</p>	2 YES	Defective monitor panel	Replace
	NO	Defective contact or disconnection in wiring harness between P1 (female) (9) – M4 (4) – T9 (female)	Repair or replace
		Defective engine oil pressure switch	Replace

M-5 Related electrical circuit diagram



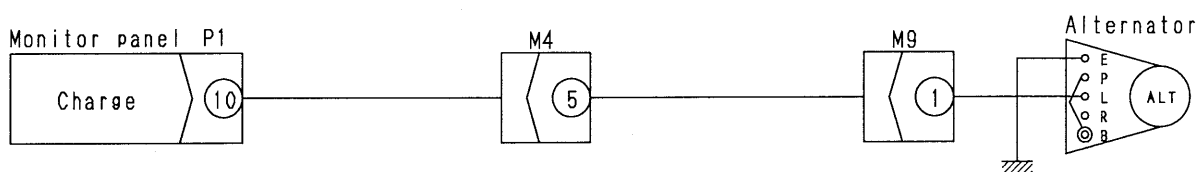
TKP01335

M-6 When starting switch is ON (engine stopped), charge caution lamp does not light up

- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

		Cause	Remedy
<p>1 YES</p> <p>Is voltage between M9 (male) (1) and chassis ground normal?</p> <ul style="list-style-type: none"> • Disconnect M9. • Turn starting switch ON. • Max. 5 V <p>NO</p>	2 YES	Defective monitor panel	Replace
	NO	Short circuit with power source in wiring harness between P1 (female) (10) – M4 (5) – M9 (female) (1)	Repair or replace
		Defective alternator	Replace

M-6 Related electrical circuit diagram



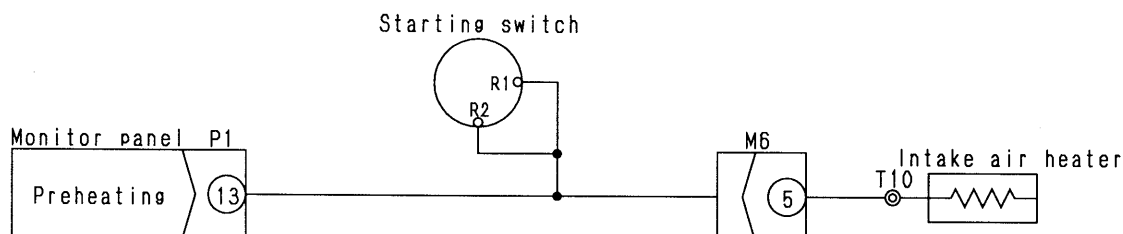
TKP01336

M-7 When starting switch is turned to HEAT, preheating pilot lamp does not light up

- ★ When the engine preheating is normal.
- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

		Cause	Remedy
<p>1 YES</p> <p>Is voltage between P1 (13) and chassis ground normal?</p> <p>• Turn starting switch to HEAT.</p> <p>• 10 – 14 V</p>	YES	Defective monitor panel	Replace
	NO	Defective contact or disconnection in wiring harness between P1 (female) (13) – starting switch terminal R2 and R1	Repair or replace

M-7 Related electrical circuit diagram



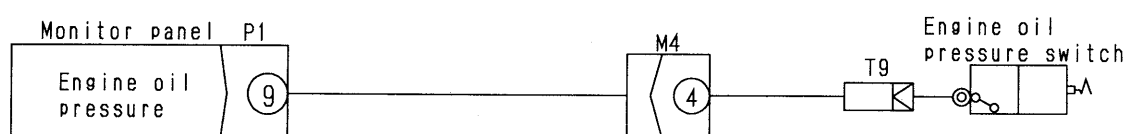
TKP01337

M-8 When engine is running, engine oil pressure caution lamp lights up

- ★ When the engine oil pressure is normal.
- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

		Cause	Remedy
<p>1 YES</p> <p>Does lamp go out when T9 is disconnected?</p> <p>• Start engine.</p>	YES	Defective engine oil pressure switch	Replace
	2 YES	Defective monitor panel	Replace
	NO	Short circuit with chassis ground in wiring harness between P1 (female) (9) – M4 (4) – T9 (female)	Repair or replace

M-8 Related electrical circuit diagram



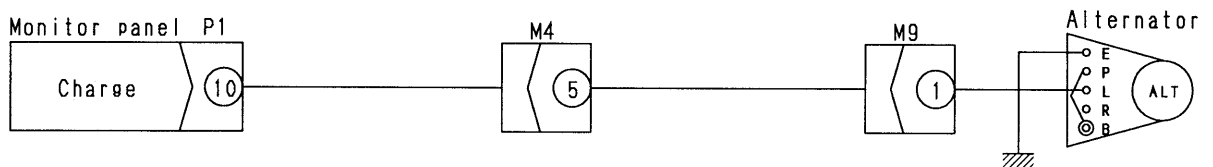
TKP01338

M-9 When engine is running, charge caution lamp lights up

- ★ When the charging is normal.
- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

		Cause	Remedy
<p>1 YES</p> <p>Is voltage between M9 (1) and chassis ground normal?</p> <p>• Start engine. • 10 – 14 V</p> <p>NO</p>	2 YES	Defective monitor panel	Replace
	NO	Defective contact, disconnection, or short circuit with chassis ground in wiring harness between P1 (female) (10) – M4 (5) – M9 (female) (1)	Repair or replace
	NO	Defective alternator	Replace

M-9 Related electrical circuit diagram

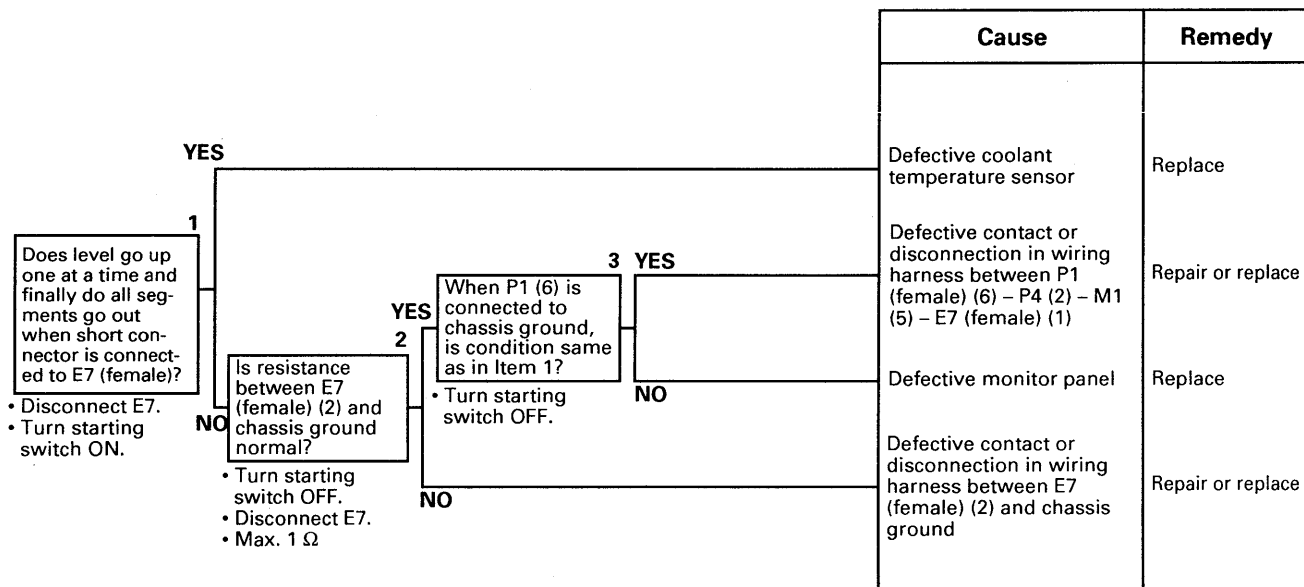


TKP01336

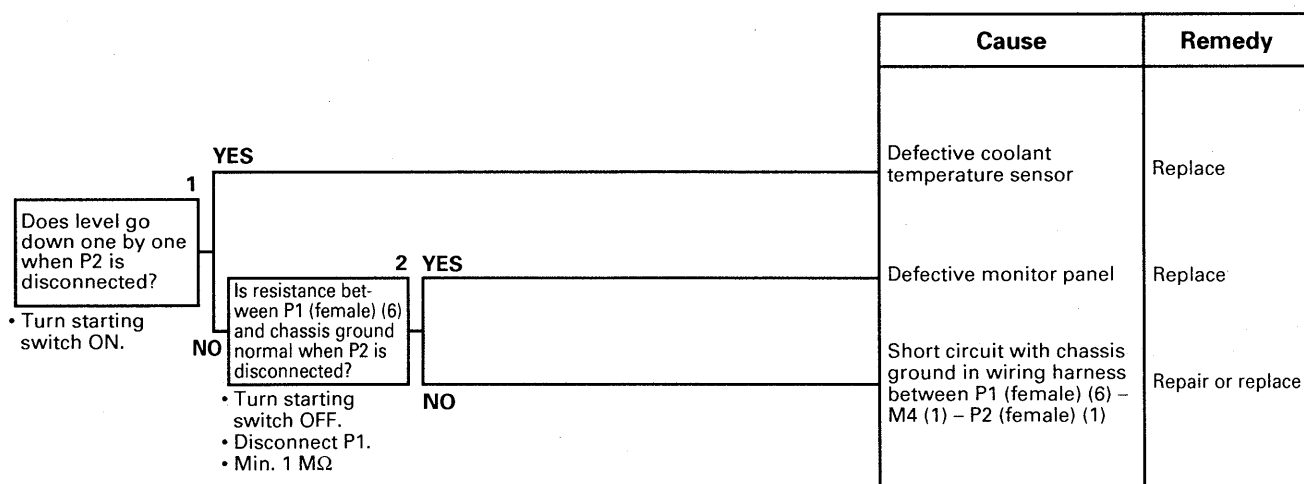
M-10 Abnormality in coolant temperature gauge

- ★ When the coolant temperature is normal.
- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

a) Level does not rise from segment C



b) Level does not go down from segment H, or all segments go out



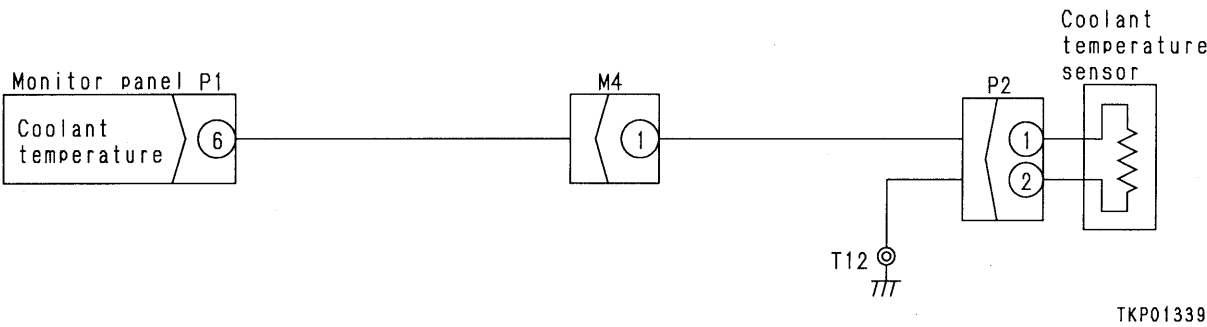
c) Coolant temperature does not match gauge display

		Cause	Remedy
<div> <div> <div>Is resistance between P2 (male) (1) and (2) as shown in the table?</div> <div> <div>1 YES</div> <div></div> </div> </div> <div> <div>• Check sensor as individual part.</div> <div>NO</div> </div> </div>		Defective monitor panel	Replace
		Defective coolant temperature sensor	Replace

Table

Temperature	Resistance value	Temperature	Resistance value
25°C	38.18 – 47.77	90°C	4.469 – 5.166
30°C	31.59 – 39.07	95°C	4.107 – 4.448
80°C	6.199 – 6.935	100°C	3.604 – 3.903
85°C	5.386 – 5.976	105°C	3.157 – 3.426

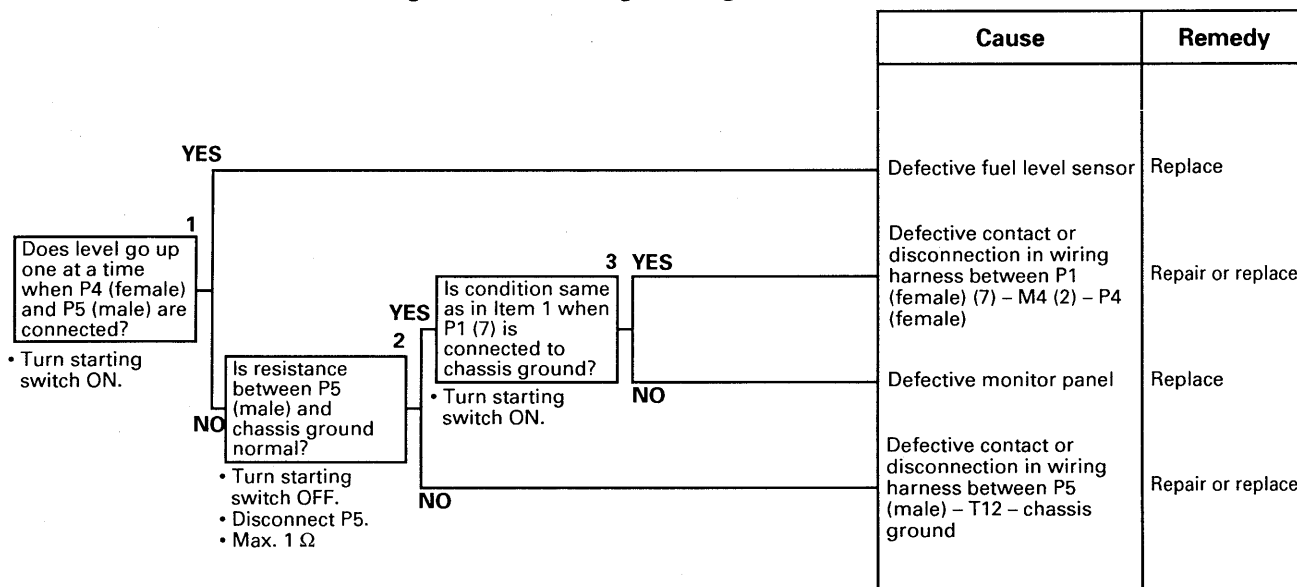
M-10 Related electrical circuit diagram



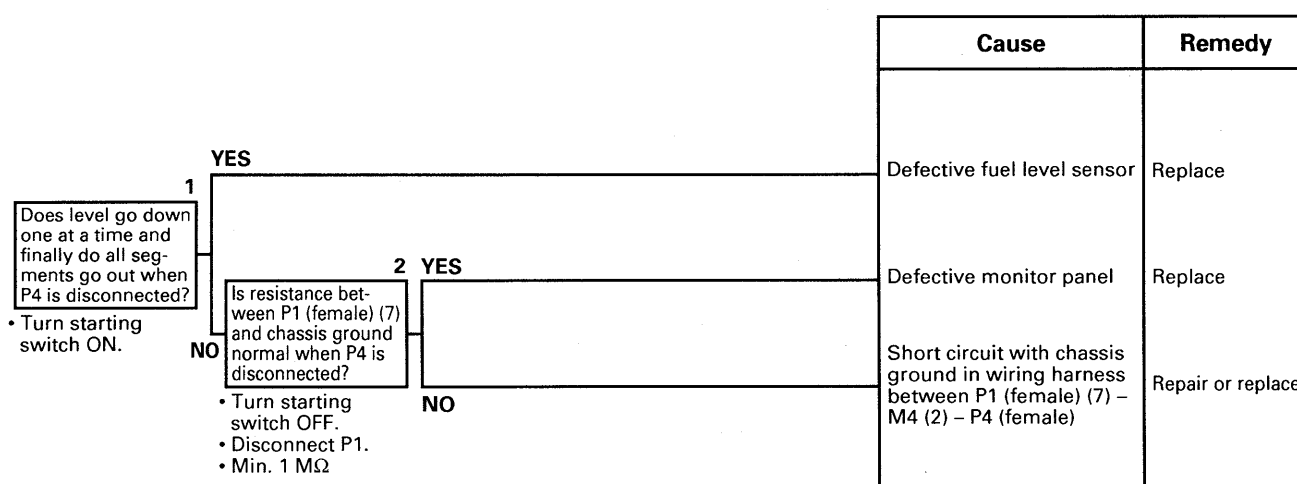
M-11 Abnormality in fuel gauge

- ★ When the fuel level is normal.
- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

a) Level does not rise from segment E or all segments go out



b) Level does not go down from segment F



c) Fuel level does not match gauge display

1 YES
Is resistance between P4 (male) and P5 (female) as shown in the table?

• Check sensor as individual part.

NO

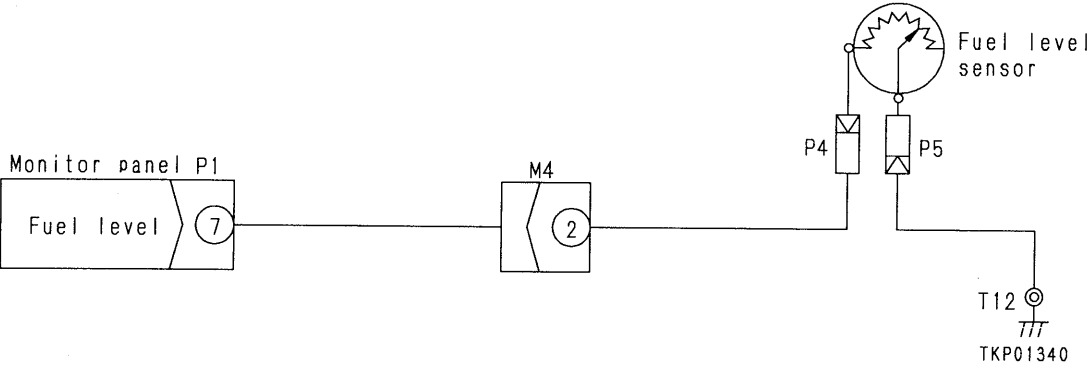
Cause	Remedy
Defective monitor panel	Replace
Defective fuel level sensor	Replace

(Ω)

Float position	Resistance value
Top	10 ^{+1.0} _{-0.5}
Top 1/4	(19)
1/2 (center)	32 ±3
Bottom 1/2	(49.5)
Bottom	80 ⁺¹² ₋₂

★ Figures in () are reference values.

M-11 Related electrical circuit diagram



M-12 Defective operation of alarm buzzer

- ★ Check that fuse 4 is normal (if it is blown, check for a short circuit with the ground in the circuits related to fuse 4).
- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

a) Buzzer does not sound

1

Does buzzer sound when P1 (female) (15) and chassis ground are connected?

YES

Defective monitor panel

Replace

NO

Is voltage between M3 (2) and chassis ground normal?

YES

Defective contact or disconnection in wiring harness between P1 (female) (15) and M3 (female) (1)

Repair or replace

NO

Defective buzzer

Replace

2

Is voltage between M3 (2) and chassis ground normal?

YES

Defective contact or disconnection in wiring harness between fuse 4 and M3 (female) (2)

Repair or replace

NO

Defective buzzer

Replace

3

Does buzzer sound when M3 (1) and chassis ground are connected?

YES

Defective monitor panel

Replace

NO

Defective contact or disconnection in wiring harness between P1 (female) (15) and M3 (female) (1)

Repair or replace

• Disconnect P1.

• Turn starting switch ON.

• Turn starting switch ON.

• 10 – 14 V

• Turn starting switch ON.

b) Buzzer continues to sound and does not stop

1

Does buzzer stop when P1 is disconnected?

YES

Defective monitor panel

Replace

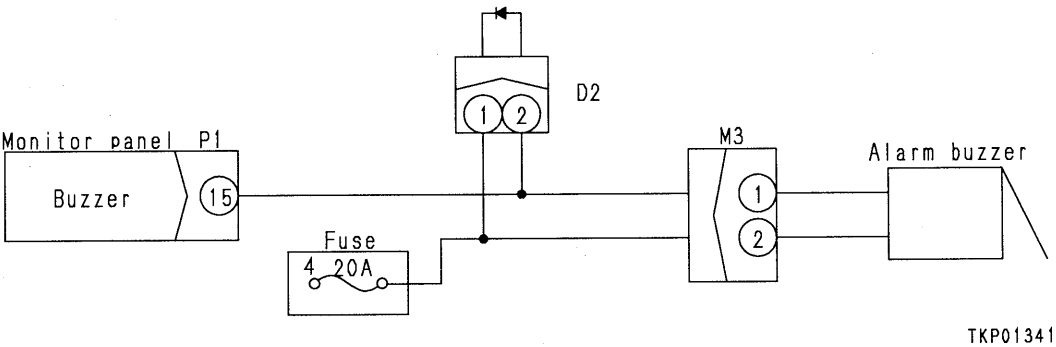
NO

Short circuit with chassis ground in wiring harness between P1 (female) (15) and M3 (female) (1)

Repair or replace

• Turn starting switch ON.

M-12 Related electrical circuit diagram



M-13 When engine is running, service meter does not advance

- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

a) When charge caution lamp does not light up

	Cause	Remedy
	Defective monitor panel	Replace

b) When charge caution lamp lights up

- ★ Go to Troubleshooting No. M-9.

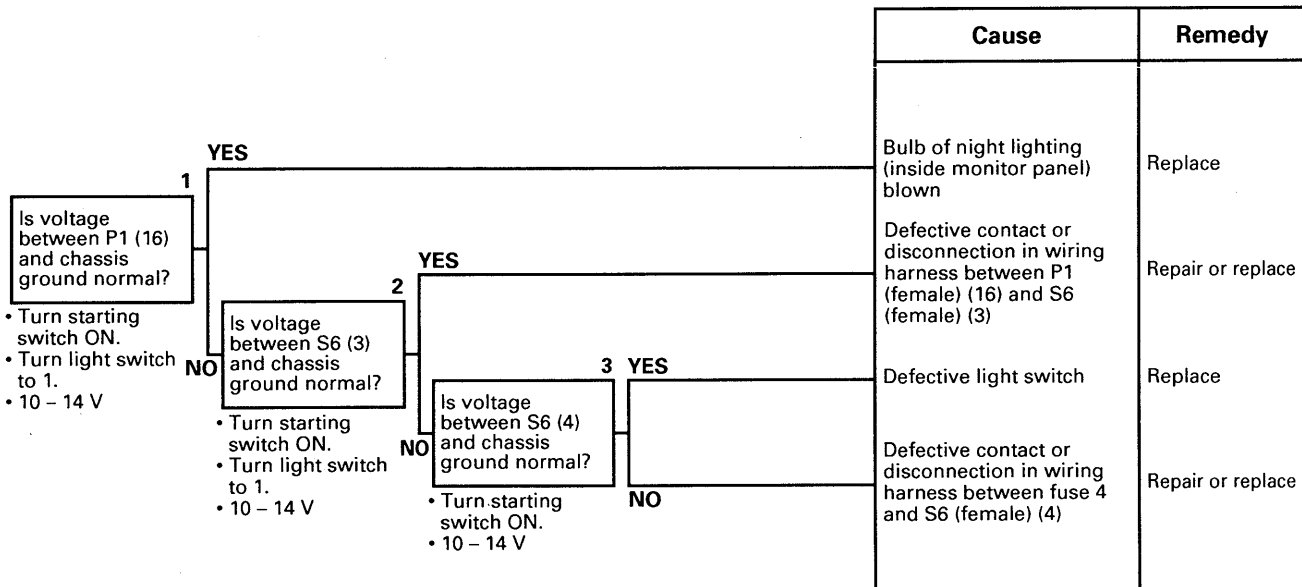
c) Pilot lamp does not flash (service meter is actuated)

	Cause	Remedy
	Defective monitor panel	Replace

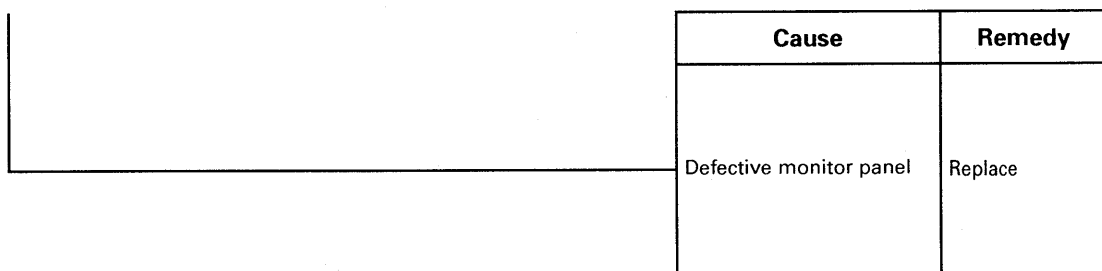
M-14 Night lighting does not light up

- ★ Check that fuse 4 is normal (if it is blown, check for a short circuit with the ground in the circuits related to fuse 4).
- ★ Before carrying out troubleshooting, check that all the related connectors are properly inserted.
- ★ Always connect any disconnected connectors before going on the next step.

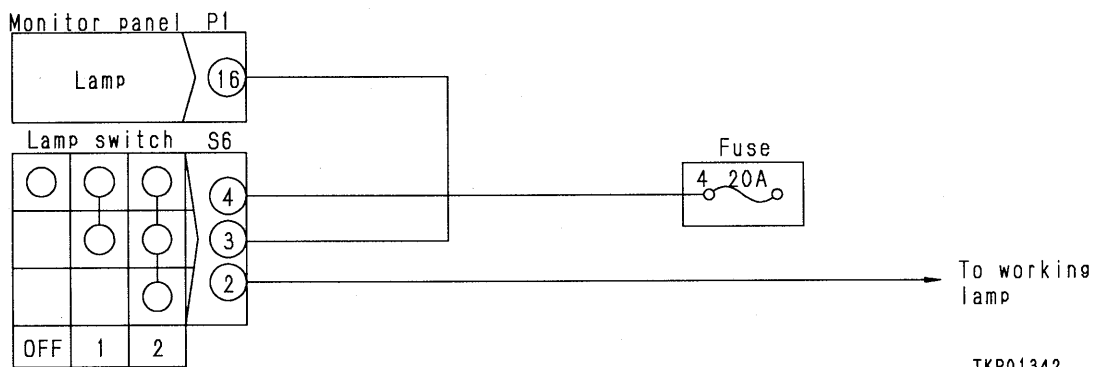
a) Gauge lighting does not light up



b) Service meter lighting does not light up



M-14 Related electrical circuit diagram



30 DISASSEMBLY AND ASSEMBLY

METHOD OF USING MANUAL	30- 3	CENTER SWIVEL JOINT	
PRECAUTIONS WHEN CARRYING OUT		Disassembly and Assembly	30-38
OPERATION	30- 4	TRAVEL MOTOR	
SPECIAL TOOL LIST	30- 6	Removal and Installation	30-39
STARTING MOTOR		SPROCKET	
Removal and Installation	30- 9	Removal and Installation	30-40
ALTERNATOR		SWING MOTOR, SWING MACHINERY	
Removal and Installation	30-10	Removal	30-41
FUEL INJECTION PUMP		Installation	30-42
Removal	30-11	Disassembly	30-43
Installation	30-12	Assembly	30-46
NOZZLE HOLDER		REVOLVING FRAME	
Removal and Installation	30-15	Removal	30-49
WATER PUMP		Installation	30-51
Removal	30-16	SWING CIRCLE	
Installation	30-17	Removal and Installation	30-52
THERMOSTAT		IDLER	
Removal and Installation	30-18	Removal and Installation	30-53
ENGINE FRONT SEAL		Disassembly	30-54
Removal and Installation	30-19	Assembly	30-55
ENGINE REAR SEAL		RECOIL SPRING	
Removal	30-20	Removal and Installation	30-56
Installation	30-21	Disassembly	30-57
CYLINDER HEAD		Assembly	30-59
Removal	30-22	TRACK ROLLER	
Installation	30-24	Removal and Installation	30-61
RADIATOR, HYDRAULIC COOLER		Disassembly	30-62
Removal	30-28	Assembly	30-63
Installation	30-29	CARRIER ROLLER	
ENGINE, HYDRAULIC PUMP		Removal and Installation	30-64
Removal	30-30	Disassembly and Assembly	30-65
Installation	30-34	RUBBER SHOE	
FUEL TANK		Removal and Installation	30-66
Removal and Installation	30-35	STEEL SHOE	
DAMPER		Removal and Installation	30-67
Removal and Installation	30-36	HYDRAULIC TANK	
CENTER SWIVEL JOINT		Removal and Installation	30-69
Removal and Installation	30-37		

HYDRAULIC COOLER	
Removal and Installation	30- 70
HYDRAULIC PUMP	
Removal and Installation	30- 71
CONTROL VALVE	
Removal	30- 72
Installation	30- 73
Disassembly	30- 74
Assembly	30- 82
2-SPOOL SOLENOID VALVE	
Removal and Installation	30- 89
LEFT PPC VALVE	
Removal and Installation	30- 90
RIGHT PPC VALVE	
Removal and Installation	30- 91
PPC VALVE	
Disassembly	30- 92
Assembly	30- 93
BOOM CYLINDER	
Removal	30- 94
Installation	30- 95
ARM CYLINDER	
Removal	30- 96
Installation	30- 97
BUCKET CYLINDER	
Removal	30- 98
Installation	30- 99
BOOM SWING CYLINDER	
Removal	30-100
Installation	30-101
BLADE CYLINDE	
Removal	30-102
Installation	30-103
HYDRAULIC CYLINDER	
Disassembly	30-104
Assembly	30-107
WORK EQUIPMENT	
Removal	30-110
Installation	30-111
BUCKET	
Removal and Installation	30-112
ARM	
Removal	30-113
Installation	30-114
BUCKET, ARM	
Removal	30-115
Installation	30-116
BOOM	
Removal	30-117
Installation	30-118

BOOM SWING BRACKET	
Removal	30-119
Installation	30-120
BLADE	
Removal	30-121
Installation	30-122
OPERATOR'S CAB	
Removal and Installation	30-123
CANOPY	
Removal and Installation	30-123
FLOOR FRAME	
Removal and Installation	30-123


METHOD OF USING MANUAL

1. When removing or installing unit assemblies


- (1) When removing or installing a unit assembly, the order of work and techniques used are given for the removal operation; the order of work for the installation operation is not given.
- (2) Any special techniques applying only to the installation procedure are marked ※ 1, and the same mark is placed after the relevant step in the removal procedure to indicate which step in the installation procedure it applies to.

(Example)

REMOVAL OF ○○○○ ASSEMBLY Title of operation

- Precautions related to safety when carrying out the operation
1. XXXX(1) Step in operation
 - ★ Technique or important point to remember when removing XXXX (1).
 2. △△△△ (2):..... ※ 1 Indicates that a technique is listed for use during installation
 3. □□□□ assembly (3)
 -  Quantity of oil or water drained

INSTALLATION OF ○○○○ ASSEMBLY Title of operation

- Carry out installation in the reverse order to removal.
 - ※ 1 Technique used during installation
 - ★ Technique or important point to remember when installing △△△△ (2).
- Adding water, oil Step in operation
 - ★ Point to remember when adding water or oil
 -  Quantity when filling with oil and water

2. General precautions when carrying out installation or removal (disassembly or assembly) of units are given together as PRECAUTIONS WHEN CARRYING OUT OPERATION, so be sure to follow these precautions when carrying out the operation.

3. Listing of special tools

- (1) For details of the description, part number, and quantity of any tools (A1, etc.) that appear in the operation procedure, see the SPECIAL TOOLS LIST given in this manual.

PRECAUTIONS WHEN CARRYING OUT OPERATION

[When carrying out removal or installation (disassembly or assembly) of units, be sure to follow the general precautions given below when carrying out the operation.]

1. Precautions when carrying out removal work

- If the coolant contains antifreeze, dispose of it correctly.
- After disconnecting hoses or tubes, cover them or fit blind plugs to prevent dirt or dust from entering.
- When draining oil, prepare a container of adequate size to catch the oil.
- Confirm the match marks showing the installation position, and make match marks in the necessary places before removal to prevent any mistake when assembling.
- To prevent any excessive force from being applied to the wiring, always hold the connectors when disconnecting the connectors. Do not pull the wires.
- Fit wires and hoses with tags to show their installation position to prevent any mistake when installing.
- Check the number and thickness of the shims, and keep in a safe place.
- When raising components, be sure to use lifting equipment of ample strength.
- When using forcing screws to remove any components, tighten the forcing screws uniformly in turn.
- Before removing any unit, clean the surrounding area and fit a cover to prevent any dust or dirt from entering after removal.

★ Precautions when handling piping during disassembly

Fit the following blind plugs into the piping after disconnecting it during disassembly operations.

1) Hoses and tubes using sleeve nuts

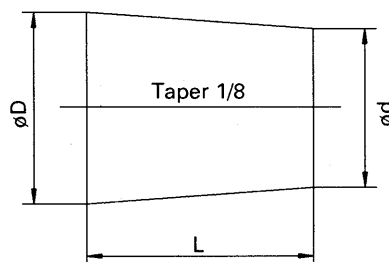
Nominal number	Plug (nut end)	Sleeve nut (elbow end) Use the two items below as a set
02	07376-50210	07221-20210 (Nut), 07222-00210 (Plug)
03	07376-50315	07221-20315 (Nut), 07222-00312 (Plug)
04	07376-50422	07221-20422 (Nut), 07222-00414 (Plug)
05	07376-50522	07221-20522 (Nut), 07222-00515 (Plug)
06	07376-50628	07221-20628 (Nut), 07222-00616 (Plug)
10	07376-51034	07221-21034 (Nut), 07222-01018 (Plug)
12	07376-51234	07221-21234 (Nut), 07222-01219 (Plug)

2) Split flange type hoses and tubes

Nominal number	Flange (hose end)	Sleeve head (tube end)	Split flange
04	07379-00400	07378-10400	07371-30400
05	07379-00500	07378-10500	07371-30500

3) If the part is not under hydraulic pressure, the following corks can be used.

Nominal number	Part Number	Dimensions		
		D	d	L
06	07049-00608	6	5	8
08	07049-00811	8	6.5	11
10	07049-01012	10	8.5	12
12	07049-01215	12	10	15
14	07049-01418	14	11.5	18
16	07049-01620	16	13.5	20
18	07049-01822	18	15	22
20	07049-02025	20	17	25
22	07049-02228	22	18.5	28
24	07049-02430	24	20	30
27	07049-02734	27	22.5	34



DEW00401

2. Precautions when carrying out installation work

- Tighten all bolts and nuts (sleeve nuts) to the specified (KES) torque.
 - Install the hoses without twisting or interference.
 - Replace all gaskets, O-rings, cotter pins, and lock plates with new parts.
 - Bend the cotter pin or lock plate securely.
 - When coating with adhesive, clean the part and remove all oil and grease, then coat the threaded portion with 2 – 3 drops of adhesive.
 - When coating with gasket sealant, clean the surface and remove all oil and grease, check that there is no dirt or damage, then coat uniformly with gasket sealant.
 - Clean all parts, and correct any damage, dents, burrs, or rust.
 - Coat rotating parts and sliding parts with engine oil.
 - When press fitting parts, coat the surface with anti-friction compound (LM-P).
 - After fitting snap rings, check that the snap ring is fitted securely in the ring groove.
 - When connecting wiring connectors, clean the connector to remove all oil, dirt, or water, then connect securely.
 - When using eyebolts, check that there is no deformation or deterioration, screw them in fully, and align the direction of the hook.
 - When tightening split flanges, tighten uniformly in turn to prevent excessive tightening on one side.
- ★ When operating the hydraulic cylinders for the first time after reassembling cylinders, pumps and other hydraulic equipment removed for repair, always bleed the air as follows:
1. Start the engine and run at low idling.
 2. Operate the work equipment control lever to operate the hydraulic cylinder 4 – 5 times in succession, stopping 100 mm from the end of its stroke.
 3. Next, operate the hydraulic cylinder 3 – 4 times to the end of its stroke.
 4. After doing this, run the engine at normal speed.
- ★ When using the machine for the first time after repair or long storage, follow the same procedure.

3. Precautions when completing the operation

- If the coolant has been drained, tighten the drain valve, and add water to the specified level. Run the engine to circulate the water through the system. Then check the water level again.
 - If the hydraulic equipment has been removed and installed again, add engine oil to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.
 - If the piping or hydraulic equipment has been removed for repair, always bleed the air from the system after reassembling the parts.
- ★ For details, see TESTING AND ADJUSTING, Bleeding air.
- Add the specified amount of grease (molybdenum disulphide grease) to the work equipment related parts.

SPECIAL TOOL LIST

★ Tools with part number 79OT-000-0000 cannot be supplied (they are items to be locally manufactured).

★ Necessity: ■ : Cannot be substituted, should always be installed (used)
● : Extremely useful if available, can be substituted with commercially available part

New/remodel: N : Tools with new part numbers, newly developed for this model

R : Tools with upgraded part numbers, remodeled from items already available for other models

Blank: ... Tools already available for other models, used without any modification

★ Tools marked ○ in the Sketch column are tools introduced in special sketches (See SKETCHES OF SPECIAL TOOLS).

Component	Symbol	Part No.	Part Name	Necessity	Q'ty	New/re-model	Sketch	Nature of work, remarks		
Disassembly, assembly of swing motor, swing machinery assembly	F	1	790-101-5001	Push tool KIT A	●	1		PC30R • 35R	Press fitting of oil seal	
			• 790-101-5141	• Plate		1				
			• 790-101-5021	• Grip		1				
			• 01010-50816	• Bolt		1				
			790-101-5201	Push tool KIT B	●	1		PC40R • 45R		
			• 790-101-5241	• Plate		1				
			• 790-101-5221	• Grip		1				
			• 01010-51225	• Bolt		1				
		2	790-101-5201	Push tool KIT B	●	1			Press fitting of main bearing outer race	
			• 790-101-5271	• Plate		1		PC30R • 35R		
			• 790-101-5311	• Plate		1		PC40R • 45R		
			• 790-101-5221	• Grip		1				
			• 01010-51225	• Bolt		1				
		3	790-101-5201	Push tool KIT B	●	1			Press fitting of sub bearing outer race	
			• 790-101-5261	• Plate		1		PC30R • 35R		
			• 790-101-5281	• Plate		1		PC40R • 45R		
			• 790-101-5221	• Grip		1				
			• 01010-51225	• Bolt		1				
		4	796-760-9110	Push tool	■	1			PC30R • 35R	Press fitting of main bearing inner race
			796-460-1120	Push tool	■	1			PC40R • 45R	
		5	791-463-1320	Push tool	■	1			PC30R • 35R	Press fitting of sub bearing inner race
			791-463-1120	Push tool	■	1			PC40R • 45R	
		6	796-720-3800	Wrench assembly	■	1			PC30R • 35R	Measuring shaft starting torque
			796-730-2300	Wrench assembly	■	1			PC40R • 45R	
			795-630-1803	Torque wrench	●	1				
Disassembly, assembly of idler assembly	L	1	790-101-5001	Push tool KIT A	●	1		Press fitting of bushing		
			• 790-101-5081	• Plate		1				
			• 790-101-5021	• Grip		1				
			• 01010-50816	• Bolt		1				
		2	791-430-3230	Installer	■	1			Installation of floating seal	

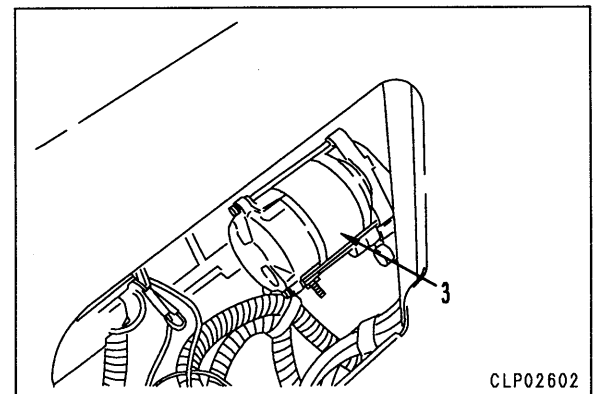
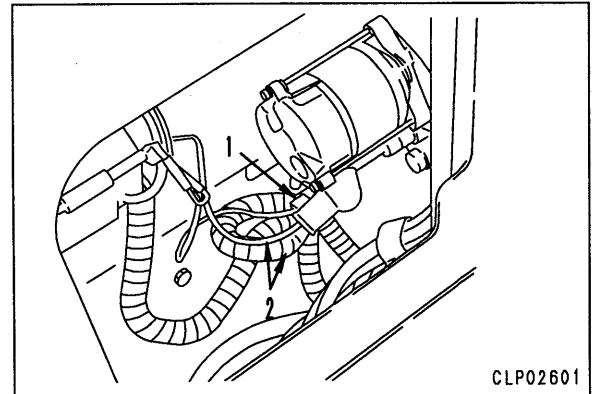
Component	Symbol	Part No.	Part Name	Necessity	Q'ty	New/re-model	Sketch	Nature of work, remarks	
Disassembly, assembly of track roller assembly	L	790-101-5001	Push tool KIT A	●	1			PC30R • 35R PC40R • 45R	Press fitting of bushing
		• 790-101-5051	• Plate		1				
		• 790-101-5081	• Plate		1				
		• 790-101-5021	• Grip		1				
		• 01010-50816	• Bolt		1				
		790-434-1660	Installer	■	1			PC30R • 35R	Installation of floating seal
		791-430-3230	Installer	■	1			PC40R • 45R	
Disassembly, assembly of carrier roller assembly		5	790-101-5001	Push tool KIT A	●	1			Press fitting of bearing and cap
			• 790-101-5081	• Plate		1			
			• 790-101-5021	• Grip		1			
			• 01010-50816	• Bolt		1			
		6	790-101-5001	Push tool KIT A	●	1			Press fitting of dust seal
			• 790-101-5111	• Plate		1			
			• 790-101-5021	• Grip		1			
	• 01010-50816		• Bolt		1				
Disassembly, assembly of recoil spring assembly	M	792-371-1400	Sleeve	■	1			Removal, installation of spring	
Removal, installation of steel shoe assembly (PC40R,45R)	R	791-615-7001 or 791-616-1020	Remover & installer	■	1			Removal, installation of master pin	
		796-126-1120	Guide	■	1				
		790-101-1102	Hydraulic pump	■	1				
		790-105-1100	Cylinder (30t {294kN})	■	1				
Disassembly, assembly of center swivel joint	T	790-101-2501	Push puller KIT	●	1			Disconnection of shaft and rotor	
		• 790-101-2510	• Plate		1				
		• 790-101-2520	• Screw		1				
		• 791-112-1180	• Nut		1				
		• 790-101-2540	• Washer		1				
		• 790-101-2630	• Leg		2				
		• 790-101-2570	• Plate		4				
		• 790-101-2560	• Nut		2				
• 790-101-2660	• Adapter		2						
Disassembly, assembly of hydraulic cylinder assembly	U	1	790-502-1003	Unit repair stand	■	1		Disassembly, assembly of hydraulic cylinder	
			790-101-1102	Hydraulic pump	■	1			
		2	790-330-1100	Wrench assembly	■	1		Removal, installation of cylinder head	
			3	790-302-1480	Socket	■	1		
		790-102-1520		Adapter	■	1			
		790-302-1390		Socket	■	1	N	For nut width across flats 46 mm	
		790-102-1520		Adapter	■	1			
		790-302-1270		Socket	■	1		For nut width across flats 50 mm (short)	

Component	Symbol	Part No.	Part Name	Nece- sity	Q'ty	New/ re- model	Ske- tch	Nature of work, remarks		
Disassembly, assembly of hydraulic cylinder assembly	U	3	790-302-1490	Socket	■	1	N	For nut width across flats 50 mm (long)	Removal, installation of piston nut	
		790-102-1520	Adapter	■	1					
		790-302-1280	Socket	■	1			For nut width across flats 55 mm (short)		
		790-302-1470	Socket	■	1			For nut width across flats		
		790-102-1520	Adapter	■	1			55 mm (long)		
		4	790-210-1702	Push tool KIT	■	1			Press fitting of bushing	
		• 790-201-1741	• Push tool		1			For bushing inside diameter 40 mm		
		• 790-201-1751	• Push tool		1			For bushing inside diameter 45 mm		
		• 790-201-1761	• Push tool		1			For bushing inside diameter 50 mm		
		• 790-101-5021	• Grip		1					
		• 01010-50816	• Bolt		1					
		5	790-201-1500	Push tool KIT	■	1			Installation of dust seal	
		• 790-201-1550	• Plate		1			For seal outside diameter 45 mm		
		• 790-201-1560	• Plate		1			For seal outside diameter 50 mm		
		• 790-201-1570	• Plate		1			For seal outside diameter 55 mm		
		• 790-101-5021	• Grip		1					
		• 01010-50816	• Bolt		1					
		6	790-720-1000	Expander	●	1			Installation of piston ring	
		7	796-720-1630	Ring	●	1			For piston outside diameter 60 mm	
		07281-00709	Clamp	●	1					
		796-720-1740	Ring	●	1			For piston outside diameter 65 mm		
		07281-00809	Clamp	●	1					
		796-720-1640	Ring	●	1			For piston outside diameter 70, 75, 80 mm		
		07281-00909	Clamp	●	1					
		796-720-1650	Ring	●	1			For piston outside diameter 85, 90, 95 mm		
		07281-01029	Clamp	●	1					
		796-720-1660	Ring	●	1			For piston outside diameter 100, 110 mm		
		07281-01159	Clamp	●	1					

REMOVAL OF STARTING MOTOR ASSEMBLY

⚠ Disconnect the cable from the negative (–) terminal of the battery.

1. Remove operator's cab assembly. For details, see REMOVAL OF OPERATOR'S CAB ASSEMBLY.
★ Operator's cab specification machine only.
2. Remove inspection cover at rear of operator's seat.
3. Disconnect connector (1).
4. Disconnect 2 wires (2).
5. Remove starting motor assembly (3).



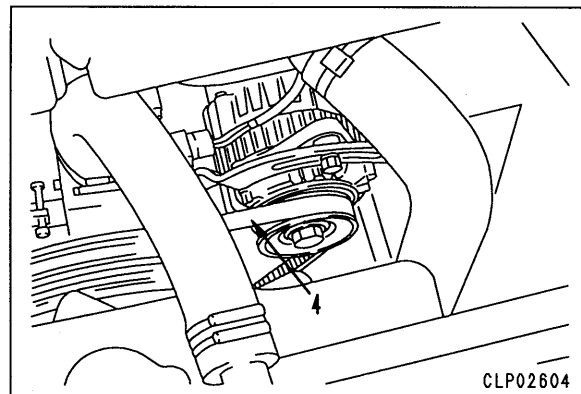
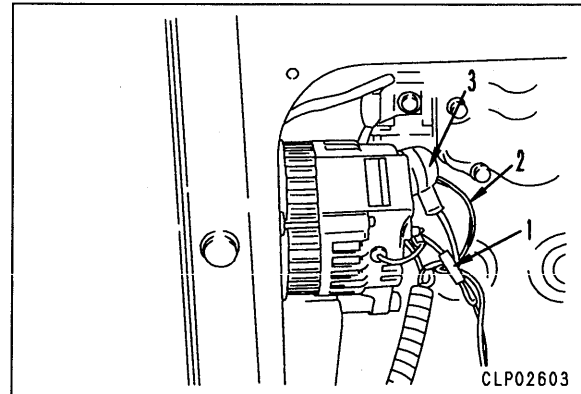
INSTALLATION OF STARTING MOTOR ASSEMBLY

- Carry out installation in the reverse order to removal.

REMOVAL OF ALTERNATOR ASSEMBLY

⚠ Disconnect the cable from the negative (–) terminal of the battery.

1. Remove operator's cab assembly.
For details, see REMOVAL OF OPERATOR'S CAB ASSEMBLY.
★ For the operator's cab specification machine only.
2. Remove inspection cover at rear of operator's seat and inspection cover at top of radiator.
3. Disconnect connectors (1) and (2).
4. Disconnect wiring (3).
5. Loosen mounting bolt and adjustment bolt, and remove fan belt (4) from pulley. ※ 1
6. Remove alternator assembly (5).
★ There are spacers fitted to the mounting bolts so be careful not to lose them.

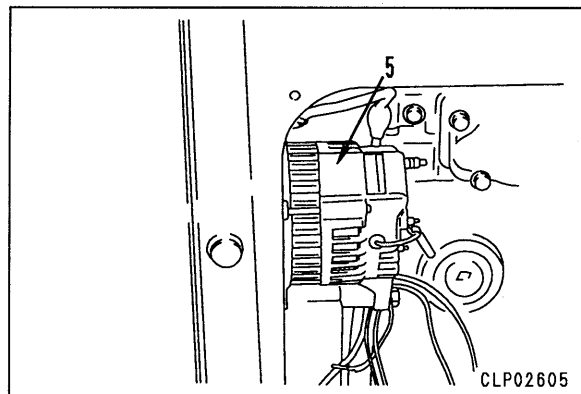


INSTALLATION OF ALTERNATOR ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

- ★ Adjust the fan belt tension. For details, see TESTING AND ADJUSTING, Testing and adjusting fan belt tension.



REMOVAL OF FUEL INJECTION PUMP ASSEMBLY (PC30R,35R)

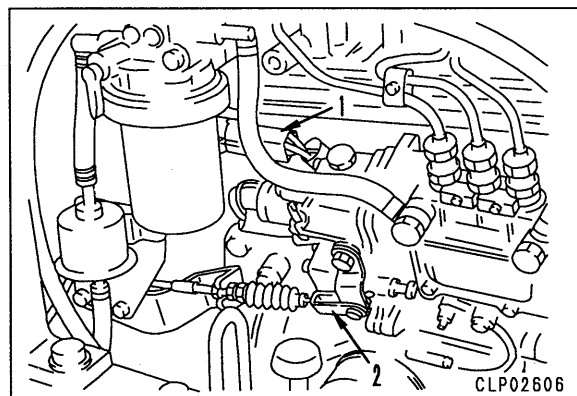
⚠ Disconnect the cable from the negative (–) terminal of the battery.

1. Remove radiator and hydraulic cooler assembly.
For details, see REMOVAL OF RADIATOR, HYDRAULIC COOLER ASSEMBLY.

2. Disconnect engine stop solenoid connector (1).

3. Disconnect fuel control cable (2).

※ 1

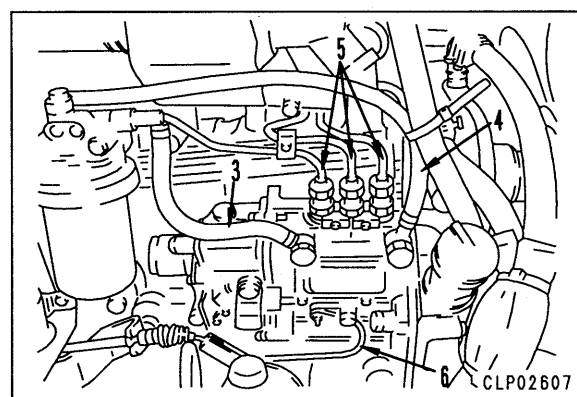


4. Disconnect fuel supply hose (3) and return hose (4).

5. Disconnect 3 fuel injection tubes (5).

6. Disconnect lubrication tube (6).

★ Disconnect from both the fuel injection pump and the cylinder block.

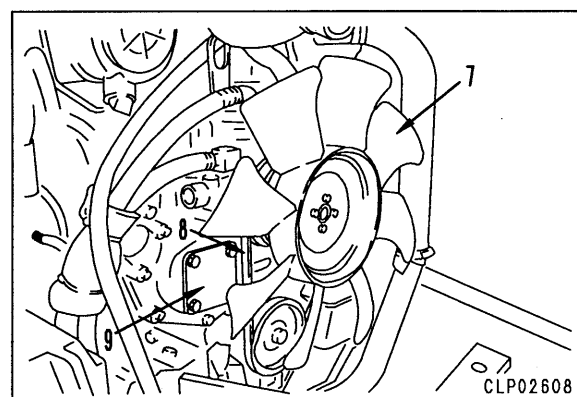


7. Remove fan (7), then remove fan belt (8).

※ 2

★ Before removing, loosen the adjustment bolt and mounting bolt of the alternator, and loosen the fan belt tension.

8. Remove cover (9).



9. Remove gear mounting nut (10).

※ 3

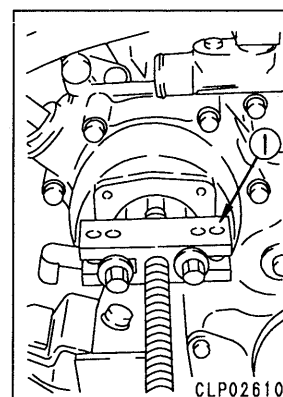
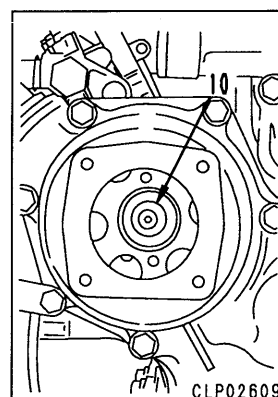
★ Be careful not to drop the nut and washer inside the case.

10. Remove 3 fuel injection pump mounting nuts.

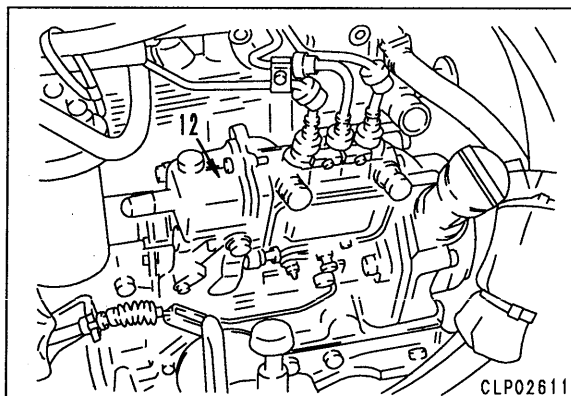
※ 4

11. Using puller ①, disconnect fuel injection pump drive gear and pump shaft.

★ Before disconnecting, make counter marks on the drive gear and the idler gear.



12. Remove fuel injection pump assembly (12).



INSTALLATION OF FUEL INJECTION PUMP ASSEMBLY (PC30R,35R)

- Carry out installation in the reverse order to removal.


※ 1

- ★ Adjust the fuel control linkage. For details, see TESTING AND ADJUSTING, Adjusting control lever and pedal.

※ 2


- ★ Adjust the fan belt tension. For details, see TESTING AND ADJUSTING, Testing and adjusting fan belt tension.

※ 3

 **kgm** Gear mounting nut :
 $63.7 \pm 4.9 \text{ Nm}$ { $6.5 \pm 0.5 \text{ kgm}$ }

※ 4

- ★ Adjust the fuel injection timing. For details, see TESTING AND ADJUSTING, Testing and adjusting fuel injection timing.

 **kgm** Fuel injection pump mounting nut :
 $20.58 \pm 0.98 \text{ Nm}$ { $2.1 \pm 0.1 \text{ kgm}$ }

REMOVAL OF FUEL INJECTION PUMP ASSEMBLY (PC40R,45R)

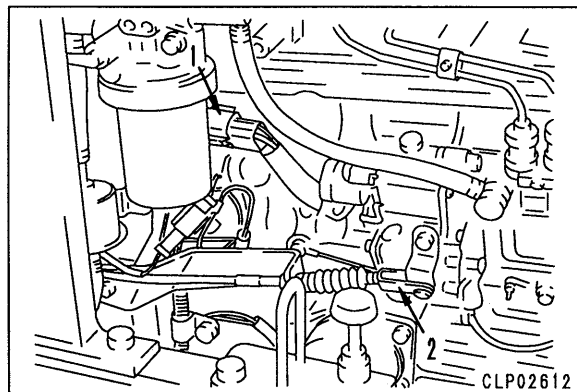
! Disconnect the cable from the negative (-) terminal of the battery.

1. Remove radiator and hydraulic cooler assembly.
For details, see REMOVAL OF RADIATOR, HYDRAULIC COOLER ASSEMBLY.

2. Disconnect engine stop solenoid connector (1).

3. Disconnect fuel control cable (2).

※ 1

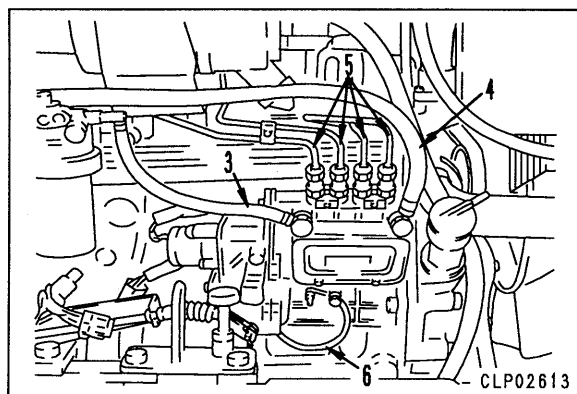


4. Disconnect fuel supply hose (3) and return hose (4).

5. Disconnect 4 fuel injection tubes (5).

6. Disconnect lubrication tube (6).

★ Disconnect from both the fuel injection pump and the cylinder block.

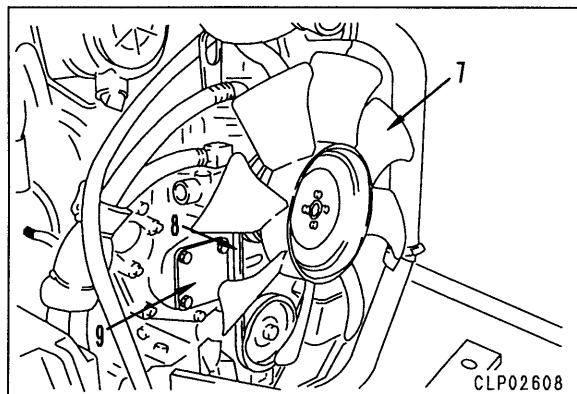


7. Remove fan (7), then remove fan belt (8).

※ 2

★ Before removing, loosen the adjustment bolt and mounting bolt of the alternator, and loosen the fan belt tension.

8. Remove cover (9).



9. Remove gear mounting nut (10).

※ 3

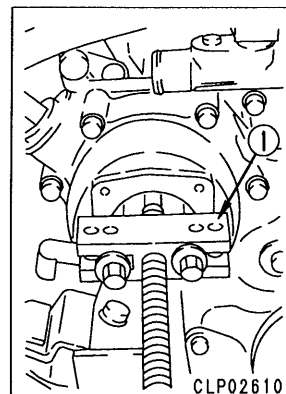
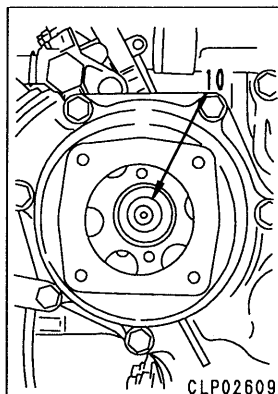
★ Be careful not to drop the nut and washer inside the case.

10. Remove 3 fuel injection pump mounting nuts.

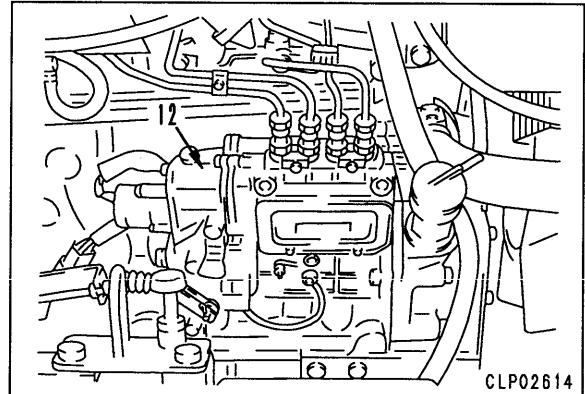
※ 4

11. Using puller ①, disconnect fuel injection pump drive gear and pump shaft.

★ Before disconnecting, make counter marks on the drive gear and the idler gear.



12. Remove fuel injection pump assembly (12).



INSTALLATION OF FUEL INJECTION PUMP ASSEMBLY (PC40R, 45R)

- Carry out installation in the reverse order to removal.


※ 1

- ★ Adjust the fuel control linkage. For details, see TESTING AND ADJUSTING, Adjusting control lever and pedal.

※ 2


- ★ Adjust the fan belt tension. For details, see TESTING AND ADJUSTING, Testing and adjusting fan belt tension.

※ 3

- ⌚  Gear mounting nut :
 $63.7 \pm 4.9 \text{ Nm}$ { $6.5 \pm 0.5 \text{ kgm}$ }

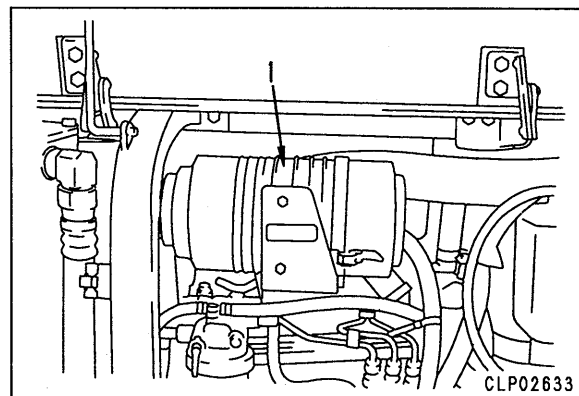
※ 4

- ★ Adjust the fuel injection timing. For details, see TESTING AND ADJUSTING, Testing and adjusting fuel injection timing.

- ⌚  Fuel injection pump mounting nut :
 $20.58 \pm 0.98 \text{ Nm}$ { $2.1 \pm 0.1 \text{ kgm}$ }

REMOVAL OF NOZZLE HOLDER ASSEMBLY


1. Remove air cleaner assembly (1). ※ 1
 ★ For the PC40R and 45R, remove the air cleaner assembly mounting bracket also.
2. Remove fuel injection tube (2).
3. Disconnect 2 spill hoses (3).
4. Remove retainer (4), then remove nozzle holder assembly (5). ※ 2




INSTALLATION OF NOZZLE HOLDER ASSEMBLY

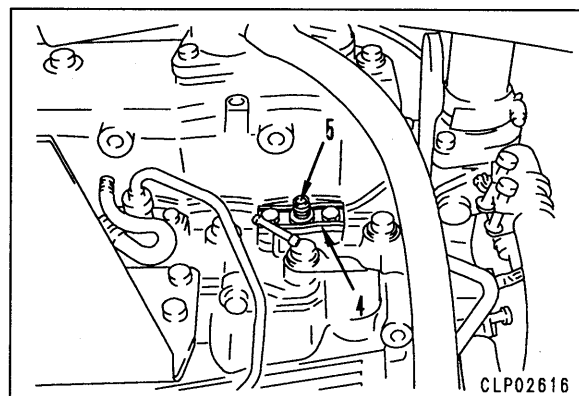
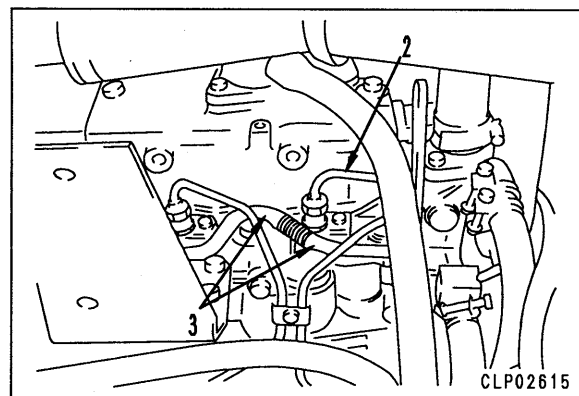
- Carry out installation in the reverse order to removal.

※ 1

 **kgm** Intake hose clamp :
 $5.9 \pm 0.49 \text{ Nm} \{60 \pm 5 \text{ kgcm}\}$

※ 2

 **kgm** Retainer mounting nut :
 $4.41 \pm 0.49 \text{ Nm} \{0.45 \pm 0.05 \text{ kgm}\}$




REMOVAL OF WATER PUMP ASSEMBLY

⚠ Disconnect the cable from the negative (–) terminal of the battery.

1. Drain coolant.

2. Lift off right protector (1).

 Right protector : 40 kg

3. Remove inspection cover at rear of operator's seat.

4. Remove intake hose (2).

※ 1

5. Disconnect 2 heater hoses (3).

★ Operator's cab specification machine only.

6. Disconnect radiator inlet hose (4) and outlet hose (5).

※ 2

7. Disconnect hose and remove sub tank (6).

8. Disconnect shroud and fan net assembly (7), and move towards engine.

9. Remove fan (8), then remove fan belt (9).

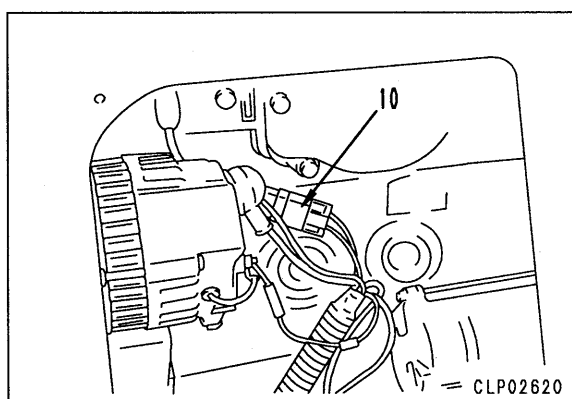
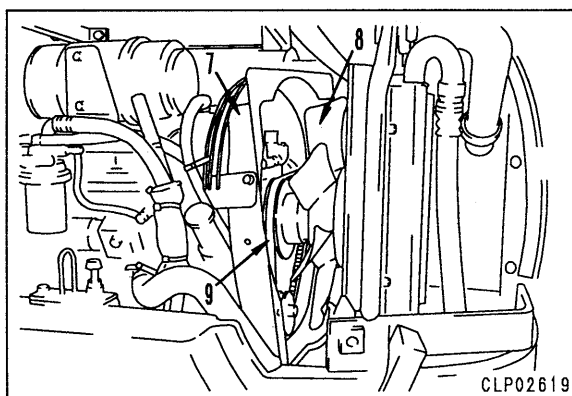
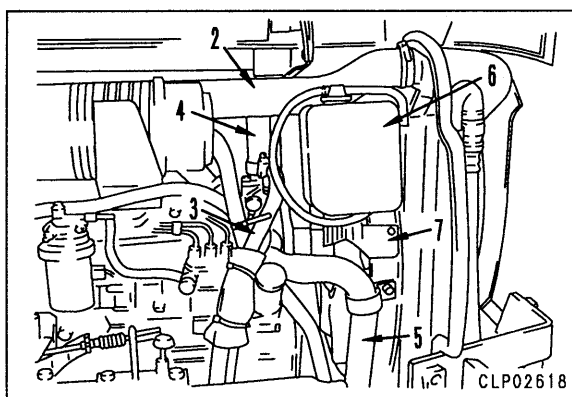
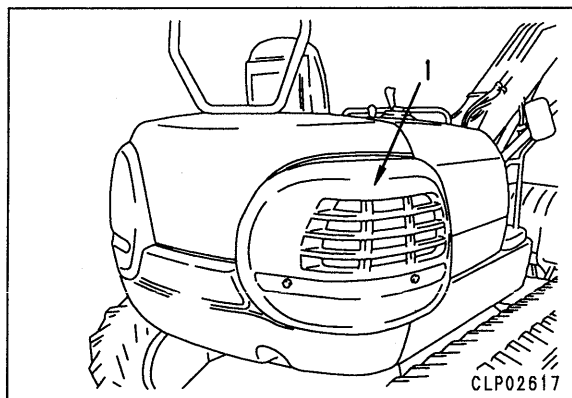
※ 3

★ Before removing, loosen the alternator mounting bolt and adjustment bolt, and loosen the tension of the fan belt.

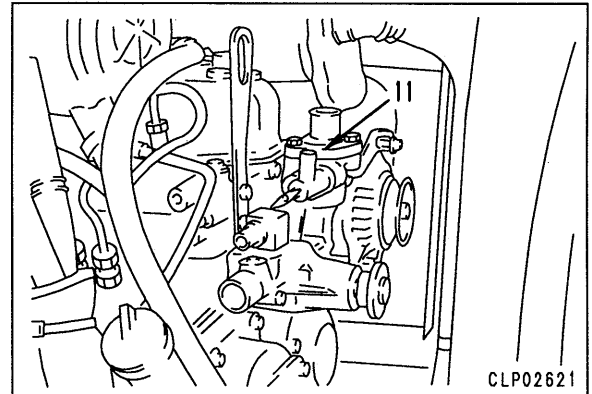
10. Remove shroud and fan net assembly (7).

11. Disconnect water temperature sensor connector (10).

★ Disconnect the wiring clamp also.




- 12. Remove water pump assembly (11).




INSTALLATION OF WATER PUMP ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

 **Intake hose clamp :**
 $5.9 \pm 0.49 \text{ Nm}$ { $60 \pm 5 \text{ kgcm}$ }


※ 2

 **Radiator hose clamp :**
 $8.3 \pm 0.49 \text{ Nm}$ { $85 \pm 5 \text{ kgcm}$ }

※ 3

- ★ Adjust the fan belt tension. For details, see TESTING AND ADJUSTING, Testing and adjusting fan belt tension.

※ 4

 **Water pump assembly mounting bolt :**
 $10.78 \pm 1.96 \text{ Nm}$ { $1.1 \pm 0.2 \text{ kgm}$ }

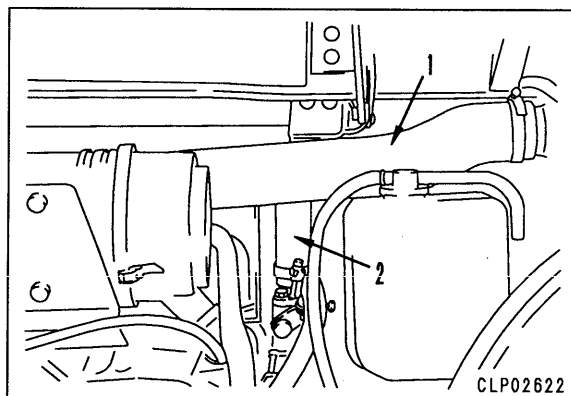
- **Refilling with water**
Add water through water filler to the specified level. Run the engine to circulate the water through the system. Then check the water level again.

REMOVAL OF THERMOSTAT ASSEMBLY

1. Drain coolant.
2. Remove intake hose (1).
3. Disconnect radiator inlet hose (2).
4. Remove cover (3).
5. Remove thermostat assembly (4).

※ 1


※ 2




INSTALLATION OF THERMOSTAT ASSEMBLY

- Carry out installation in the reverse order to removal.

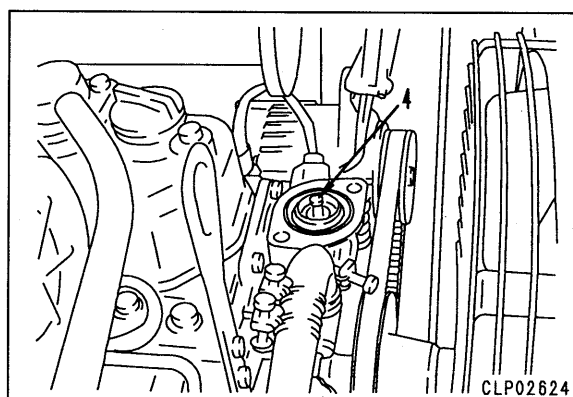
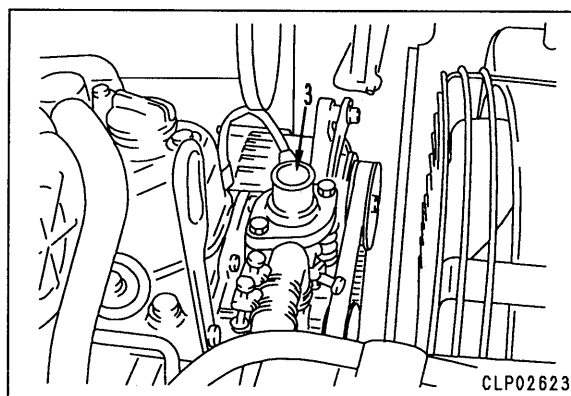
※ 1

 Intake hose clamp :
 $5.9 \pm 0.49 \text{ Nm } \{60 \pm 5 \text{ kgcm}\}$

※ 2

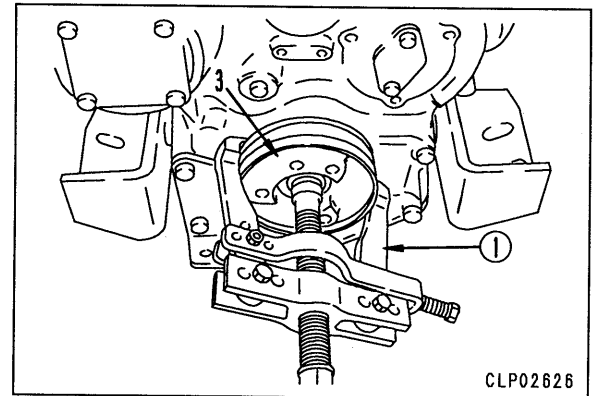
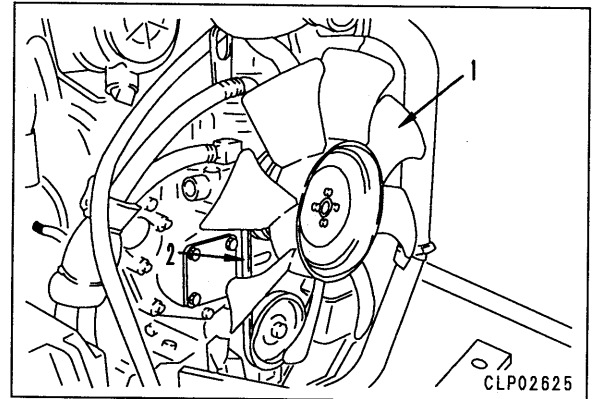
 Radiator inlet hose clamp :
 $8.3 \pm 0.49 \text{ Nm } \{85 \pm 4 \text{ kgcm}\}$

- **Refilling with water**
 Add water through water filler to the specified level. Run the engine to circulate the water through the system. Then check the water level again.



REMOVAL OF ENGINE FRONT SEAL

1. Remove radiator and hydraulic cooler assembly.
For details, see REMOVAL OF RADIATOR, HYDRAULIC COOLER ASSEMBLY.
2. Remove fan (1), then remove fan belt (2). ※ 1
★ Before removing, loosen the alternator mounting bolt and adjustment bolt, and loosen the tension of the fan belt.
3. Remove crankshaft pulley mounting bolt. ※ 2
4. Using puller ①, remove crankshaft pulley (3). ※ 3
5. Remove engine front seal (4). ※ 4




INSTALLATION OF ENGINE FRONT SEAL

- Carry out installation in the reverse order to removal.

※ 1

- ★ Adjust the fan belt tension. For details, see TESTING AND ADJUSTING, Testing and adjusting fan belt tension.

※ 2

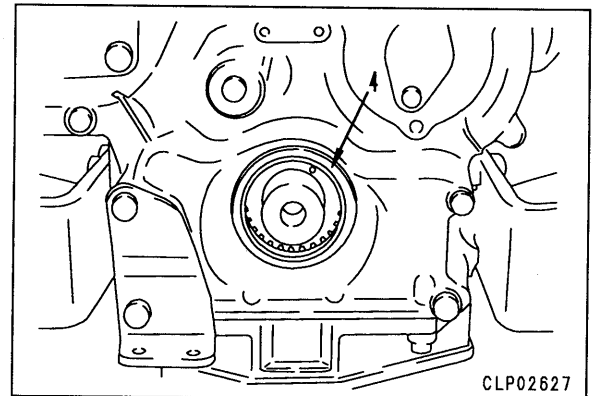
 **Crankshaft pulley mounting bolt :**
112.7^{+9.8}₀ Nm {11.5^{+1.0}₀ kgm}

※ 3

- ★ Align the crankshaft pulley with the crankshaft dowel pin when installing.

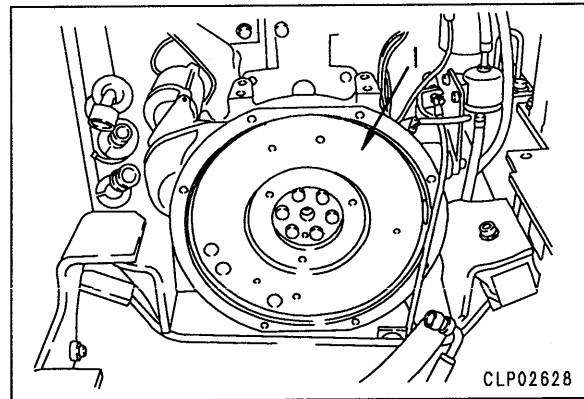
※ 4

 **Lip of oil seal : Engine oil (EO30-CD)**

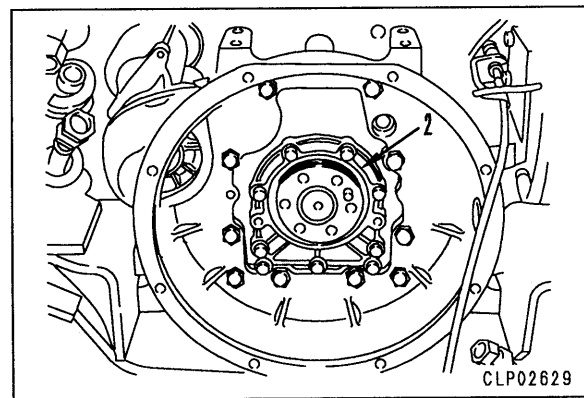


REMOVAL OF ENGINE REAR SEAL

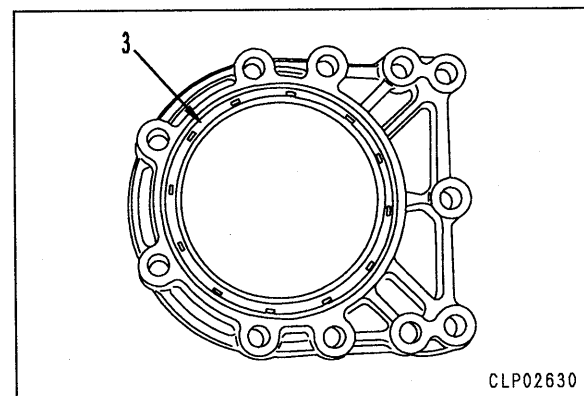
1. Remove damper assembly. For details, see REMOVAL OF DAMPER ASSEMBLY.
2. Remove flywheel (1). ※ 1



3. Remove seal case (2). ※ 2
 - ★ There are notches at both ends, so lever with a screwdriver to remove.




4. Remove engine rear seal (3) from seal case. ※ 3



INSTALLATION OF ENGINE REAR SEAL


- Carry out installation in the reverse order to removal.

※ 1

 Mounting surface of seal case and lip of oil seal : **Engine oil (EO30-CD)**


- ★ Press fit the oil seal until it is level with the surface of the seal case.

※ 2

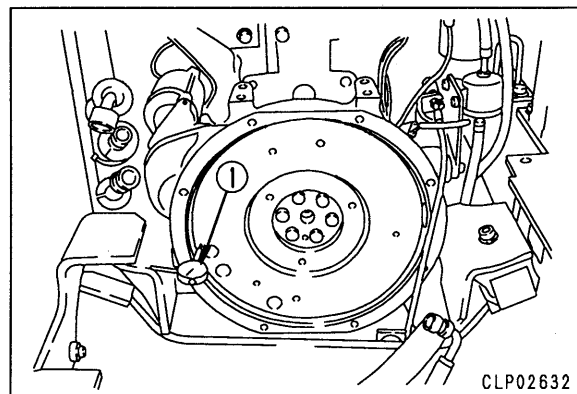
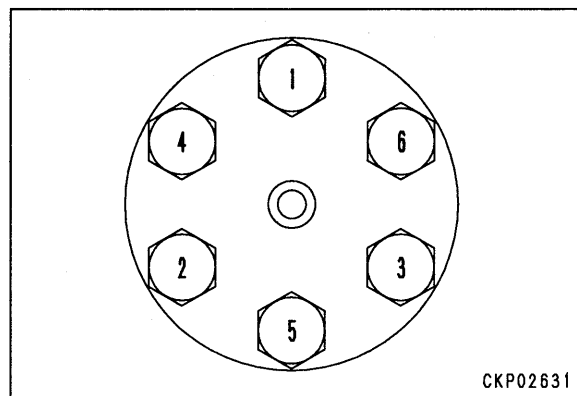
 Seal case mounting surface :
Gasket sealant (LG-7)

※ 3

- ★ When tightening the flywheel mounting bolts, follow the order in the diagram on the right.

 Flywheel mounting bolt :
 $85.75 \pm 2.45 \text{ Nm}$ { $8.75 \pm 0.25 \text{ kgm}$ }

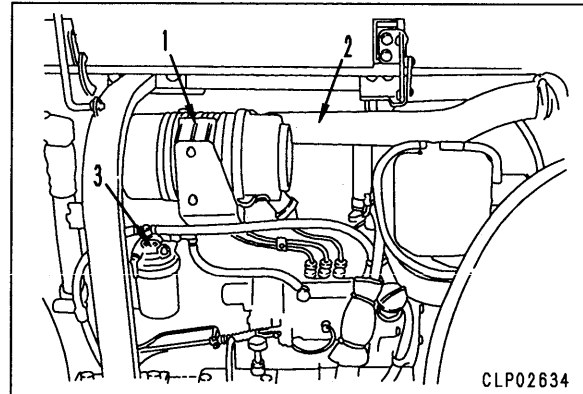
- ★ After installing the flywheel, use dial gauge ① and measure the face runout and radial runout of the flywheel.
 - Face runout : Max. 0.20 mm
 - Radial runout : Max. 0.20 mm



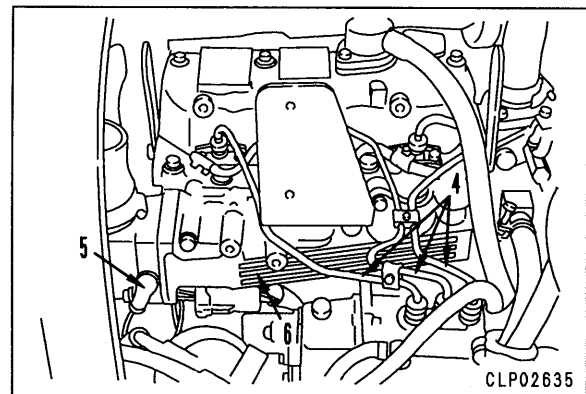
REMOVAL OF CYLINDER HEAD ASSEMBLY (PC30R,35R)

⚠ Disconnect the cable from the negative (-) terminal of the battery.

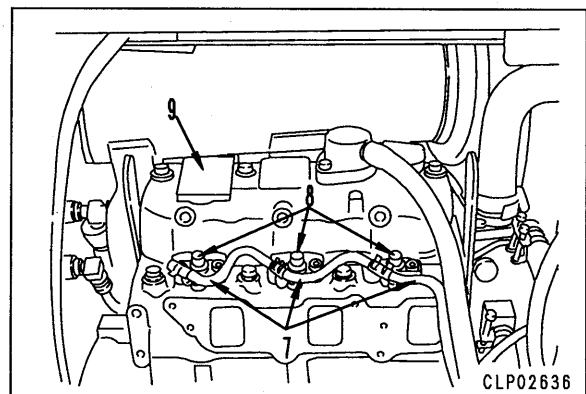
1. Drain coolant.
2. Remove air cleaner assembly (1), then remove intake hose (2). ※ 1
3. Disconnect fuel filter (3) and move towards counterweight.



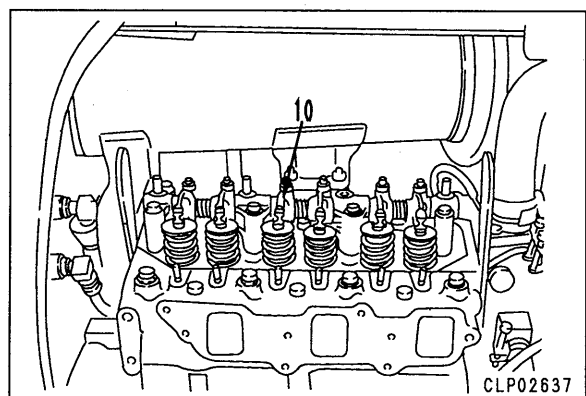
4. Remove 3 fuel injection tubes (4).
5. Disconnect heater wiring (5).
6. Remove intake manifold (6).



7. Disconnect 3 spill hoses (7).
8. Remove retainer, then remove 3 nozzle holder assemblies (8). ※ 2
9. Remove cylinder head cover (9).



10. Remove rocker arm assembly (10). ※ 3
 - ★ Loosen the locknut, then loosen the adjustment screw 2 – 3 turns.

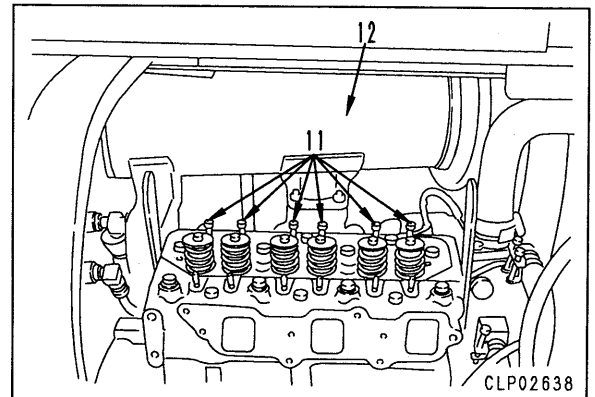


11. Remove 6 push rods (11).

12. Remove muffler (12).

※ 4

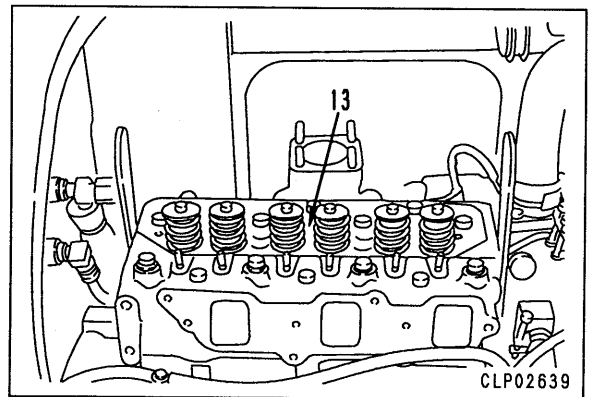
- ★ Disconnect the clamp of the exhaust pipe at the front of the engine, then move the exhaust pipe towards the radiator.



13. Remove cylinder head assembly (13) together with exhaust manifold.

※ 5


- ★ Before removing, disconnect the clamp of the water temperature sensor wiring harness.




INSTALLATION OF CYLINDER HEAD ASSEMBLY (PC30R,35R)

- Carry out installation in the reverse order to removal.

※ 1


 Intake hose clamp :
 $5.9 \pm 0.49 \text{ Nm } \{60 \pm 5 \text{ kgcm}\}$

※ 2

 Retainer mounting nut :
 $4.41 \pm 0.49 \text{ Nm } \{0.45 \pm 0.05 \text{ kgm}\}$


※ 3

- ★ When tightening the mounting bolts, start from the center and work to the outside in turn.

 Rocker arm assembly mounting bolt :
 $25.48 \pm 2.94 \text{ Nm } \{2.6 \pm 0.3 \text{ kgm}\}$


- ★ Check that the ball of the adjustment screw is securely fitted in the socket of the push rod.
- ★ Adjust the valve clearance. For details, see TESTING AND ADJUSTING, Adjusting valve clearance.

※ 4

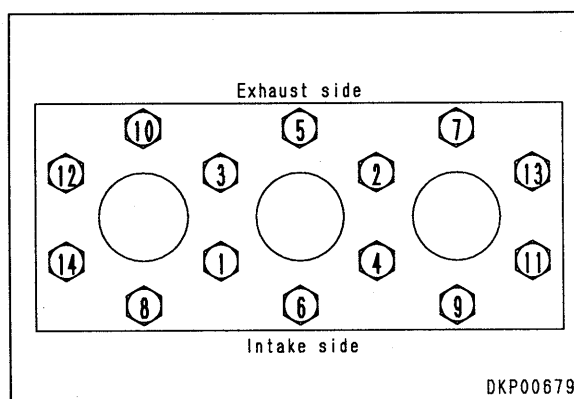
 Exhaust pipe clamp nut :
 Inside nut : $7.84 \pm 1.96 \text{ Nm } \{0.8 \pm 0.2 \text{ kgm}\}$
 Both nuts :
 $66.15 \pm 7.35 \text{ Nm } \{6.75 \pm 0.75 \text{ kgm}\}$

※ 5

- ★ Tighten the cylinder head assembly mounting bolts in the order shown in the diagram on the right.

 Cylinder head assembly mounting bolt :
Step (Nm {kgm})

Step	(Nm {kgm})
1st	$29.4 \pm 4.9 \{3 \pm 0.5\}$
2nd	$58.8 \pm 4.9 \{6 \pm 0.5\}$
3rd	$78.4 \pm 4.9 \{8 \pm 0.5\}$



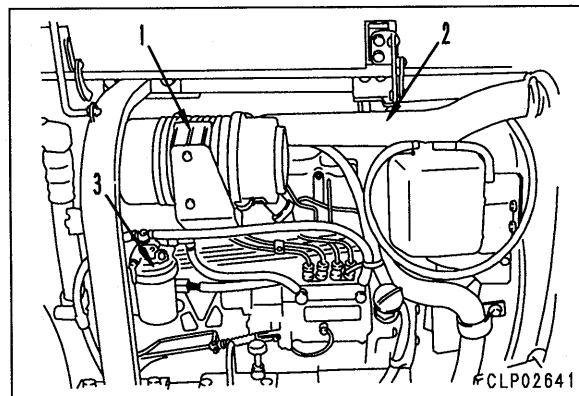
Refilling with water

Add water through water filler to the specified level. Run the engine to circulate the water through the system. Then check the water level again.

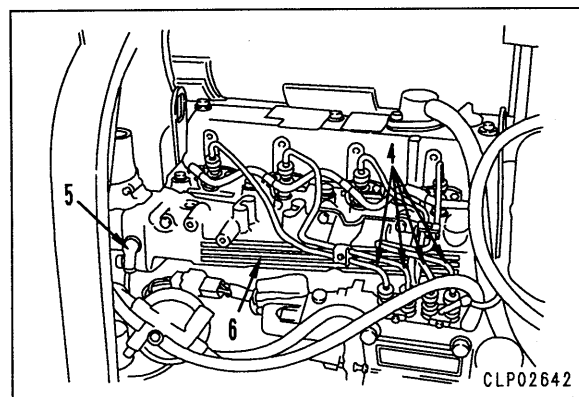
REMOVAL OF CYLINDER HEAD ASSEMBLY (PC40R,45R)

⚠ Disconnect the cable from the negative (-) terminal of the battery.

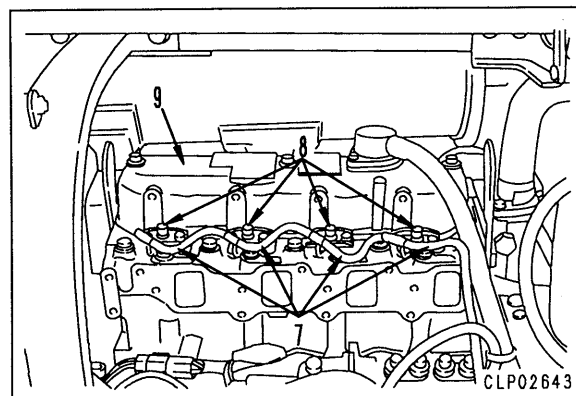
1. Drain coolant.
2. Remove air cleaner assembly (1), then remove intake hose (2). ※ 1
★ Remove the air cleaner mounting bracket also.
3. Disconnect fuel filter (3) and move towards counterweight.



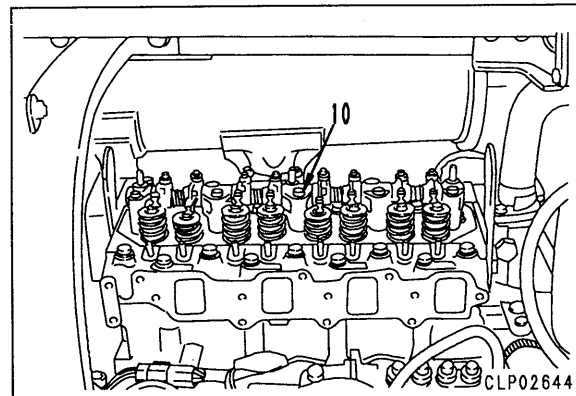
4. Remove 4 fuel injection tubes (4).
5. Disconnect heater wiring (5).
6. Remove intake manifold (6).



7. Disconnect 4 spill hoses (7).
8. Remove retainer, then remove 4 nozzle holder assemblies (8). ※ 2
9. Remove cylinder head cover (9).



10. Remove rocker arm assembly (10). ※ 3
★ Loosen the locknut, then loosen the adjustment screw 2 – 3 turns.

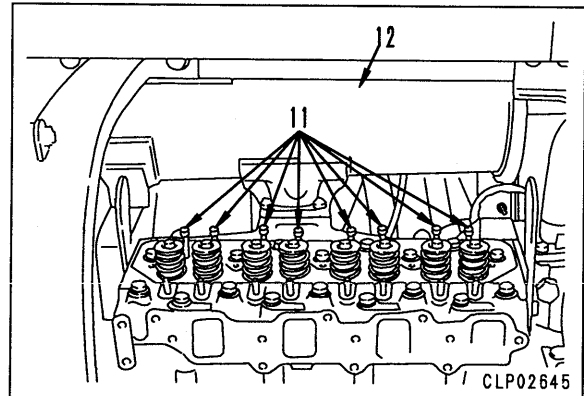


11. Remove 8 push rods (11).

12. Remove muffler (12).

※ 4

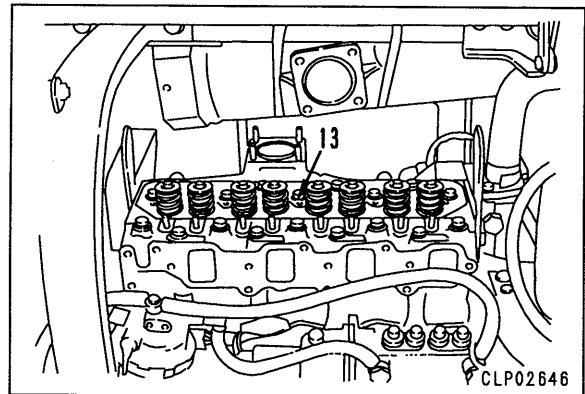
- ★ Disconnect the clamp of the exhaust pipe at the front of the engine, then move the exhaust pipe towards the radiator.
- ★ Tie the muffler to the engine room cover and lift it up.



13. Remove cylinder head assembly (13) together with exhaust manifold.

※ 5


- ★ Before removing, disconnect the clamp of the water temperature sensor wiring harness.




INSTALLATION OF CYLINDER HEAD ASSEMBLY (PC40R,45R)

- Carry out installation in the reverse order to removal.

※ 1


 Intake hose clamp :
 $5.9 \pm 0.49 \text{ Nm } \{60 \pm 5 \text{ kgcm}\}$

※ 2

 Retainer mounting nut :
 $4.41 \pm 0.49 \text{ Nm } \{0.45 \pm 0.05 \text{ kgm}\}$


※ 3

- ★ When tightening the mounting bolts, start from the center and work to the outside in turn.

 Rocker arm assembly mounting bolt :
 $25.48 \pm 2.94 \text{ Nm } \{2.6 \pm 0.3 \text{ kgm}\}$


- ★ Check that the ball of the adjustment screw is securely fitted in the socket of the push rod.
- ★ Adjust the valve clearance. For details, see TESTING AND ADJUSTING, Adjusting valve clearance.

※ 4

 Exhaust pipe clamp nut :
 Inside nut : $7.84 \pm 1.96 \text{ Nm } \{0.8 \pm 0.2 \text{ kgm}\}$
 Both nuts :
 $66.15 \pm 7.35 \text{ Nm } \{6.75 \pm 0.75 \text{ kgm}\}$

※ 5

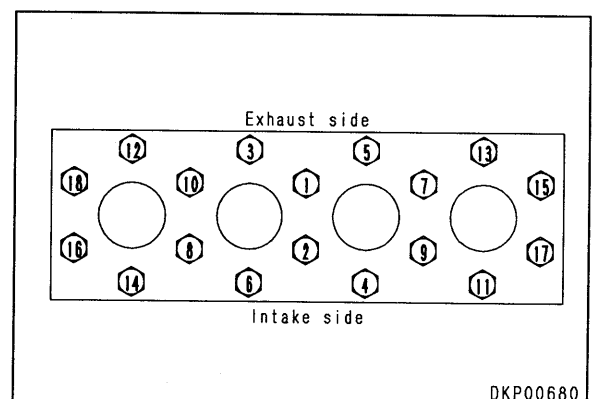
- ★ Tighten the cylinder head assembly mounting bolts in the order shown in the diagram on the right.

 Cylinder head assembly mounting bolt :

Step	(Nm {kgm})
1st	$29.4 \pm 4.9 \{3 \pm 0.5\}$
2nd	$58.8 \pm 4.9 \{6 \pm 0.5\}$
3rd	$78.4 \pm 4.9 \{8 \pm 0.5\}$

Refilling with water

Add water through water filler to the specified level. Run the engine to circulate the water through the system. Then check the water level again.



REMOVAL OF RADIATOR, HYDRAULIC COOLER ASSEMBLY

- !** Release the remaining pressure in the hydraulic tank. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic tank.

1. Drain coolant.
2. Drain hydraulic oil.



Hydraulic tank : **Approx. 33 ℓ**

3. Remove engine hood (1).

4. Lift off right protector (2).



Right protector : **40 kg**

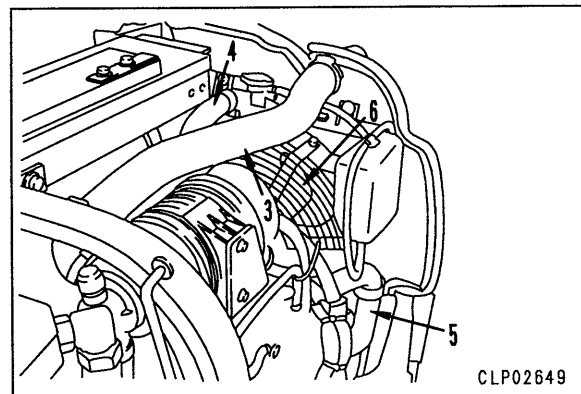
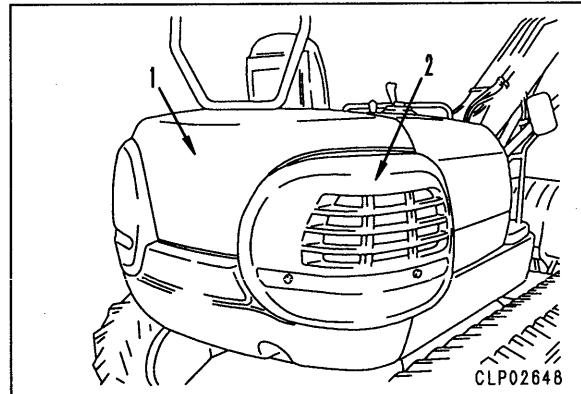
5. Remove intake hose (3).

※ 1

6. Disconnect radiator inlet hose (4) and outlet hose (5).

※ 2

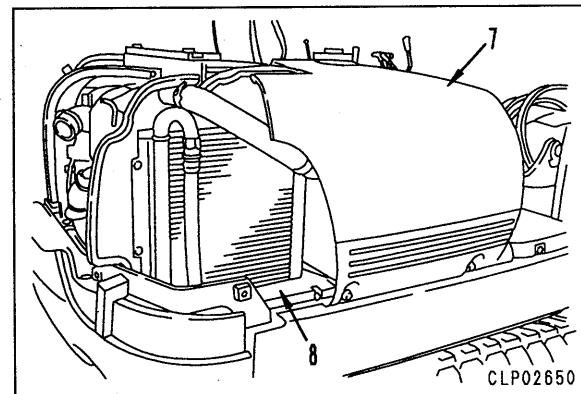
7. Remove fan net (6).



8. Remove right cover (7).

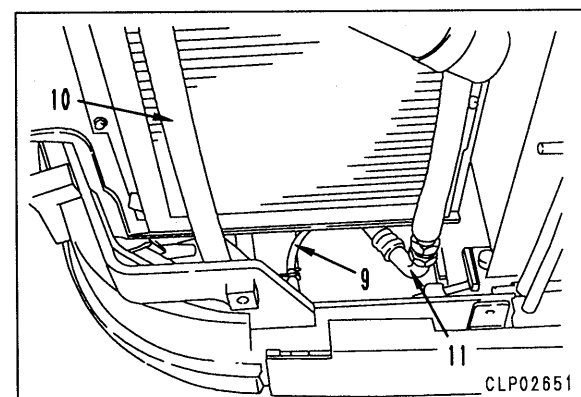
★ Remove the inspection cover at the top of the radiator, then remove the cover bracket.

9. Remove adiabatic cover (8).

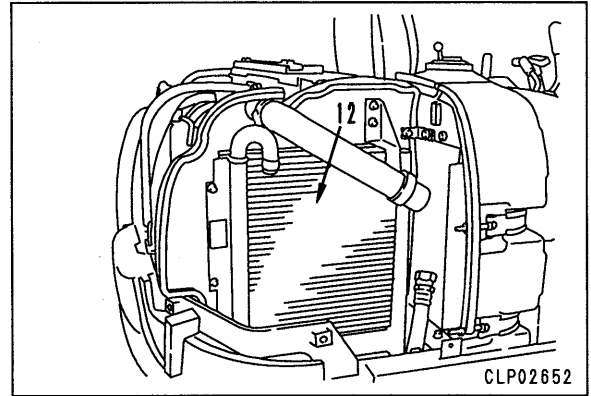


10. Disconnect radiator drain hose (9).

11. Disconnect hydraulic cooler inlet hose (10) and outlet hose (11).




12. Remove radiator and hydraulic cooler assembly (12).




INSTALLATION OF RADIATOR, HYDRAULIC COOLER ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

 Intake hose clamp :
 $5.9 \pm 0.49 \text{ Nm } \{60 \pm 5 \text{ kgcm}\}$

※ 2

 Radiator hose clamp :
 $8.3 \pm 0.49 \text{ Nm } \{85 \pm 5 \text{ kgcm}\}$

- Refilling with water**
Add water through water filler to the specified level. Run the engine to circulate the water through the system. Then check the water level again.
- Refilling with oil (hydraulic tank)**
Add oil through oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.



Hydraulic tank : **Approx. 33 ℓ (EO10W-CD)**

- Bleeding air**
Bleed the air from the hydraulic circuit. For details, see TESTING AND ADJUSTING, Bleeding air.

REMOVAL OF ENGINE, HYDRAULIC PUMP ASSEMBLY

- ⚠ Release the remaining pressure in the hydraulic circuit and hydraulic tank. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic circuit and Releasing remaining pressure in hydraulic tank.
- ⚠ Disconnect the cable from the negative (-) terminal of the battery.

1. Remove operator's cab assembly. For details, see REMOVAL OF OPERATOR'S CAB ASSEMBLY.
 - ★ Operator's cab specification machine only.
Remove canopy assembly. For details, see REMOVAL OF CANOPY ASSEMBLY.
 - ★ Canopy specification machines only.

2. Drain coolant.

3. Drain hydraulic oil.



Hydraulic tank : **Approx. 33 ℓ**

4. Drain fuel.



Fuel tank : **Approx. 50 ℓ (when full)**

5. Remove inspection cover at rear of operator's seat.

6. Remove engine hood (1).

7. Remove left protector (2) and right protector (3).

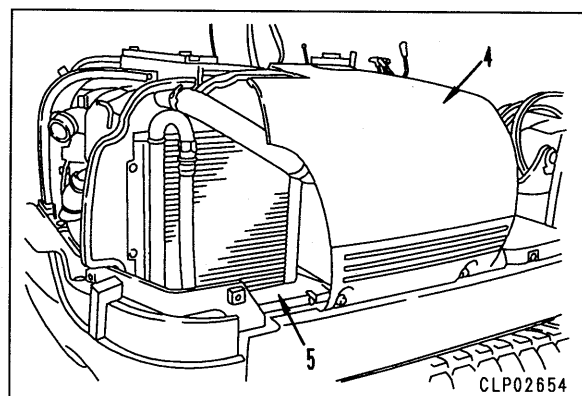
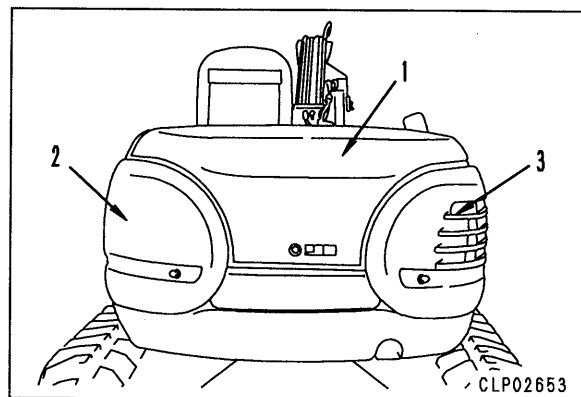


Left and right protectors : **40 kg**

8. Remove right cover (4).

- ★ Remove the inspection cover at the top of the radiator also.

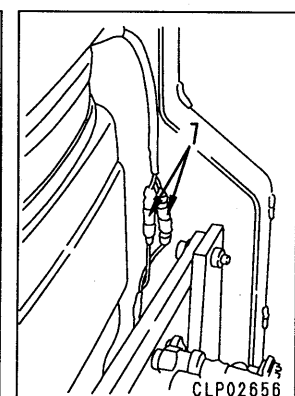
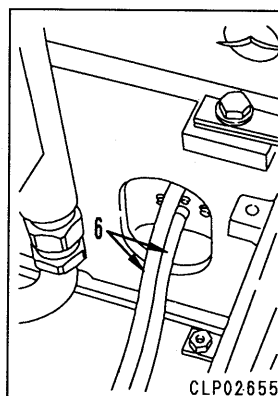
9. Remove adiabatic cover (5).



10. Disconnect 2 fuel hoses (6).

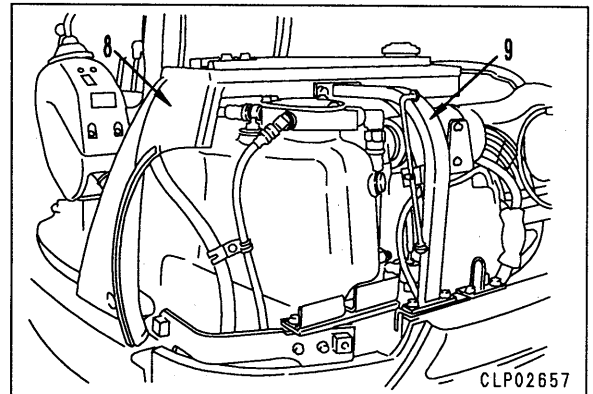
- ★ After disconnecting the hoses, fit tags to distinguish them.

11. Disconnect 2 fuel level sensor connectors (7).



12. Remove left cover (8).

13. Remove engine room stay (9).



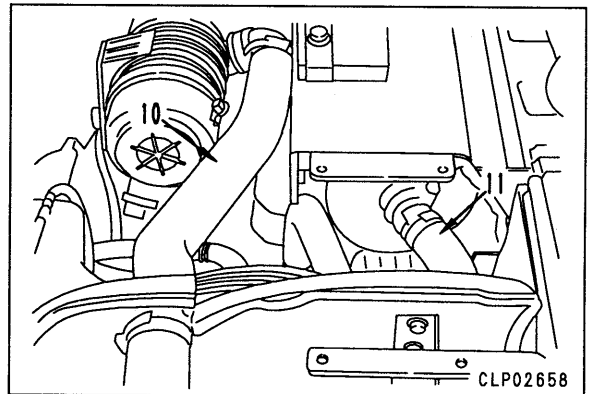
14. Remove intake hose (10).

※ 1

15. Disconnect exhaust pipe (11).

※ 2

- ★ Disconnect the clamp of the exhaust pipe at the front of the engine, then move the exhaust pipe towards the radiator.

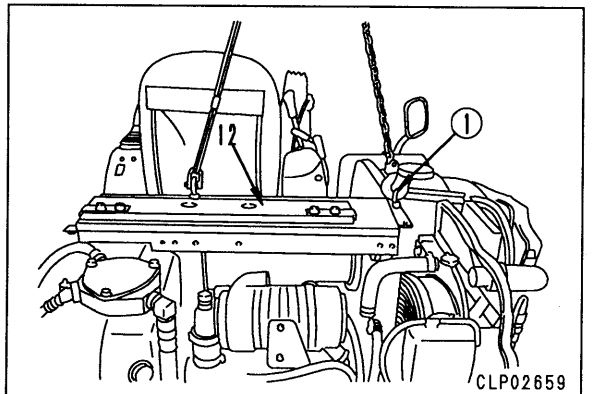


16. Using 2 eyebolts ①, lift off engine room cover and fuel tank assembly (12).

- ★ Remove the mounting bolts of the radiator bracket portion also.



Engine room cover, fuel tank assembly :
60 kg

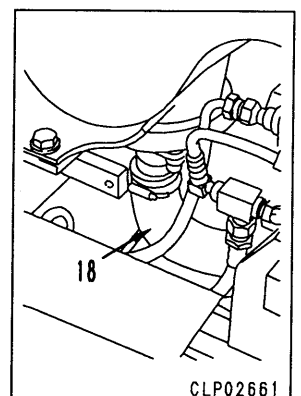
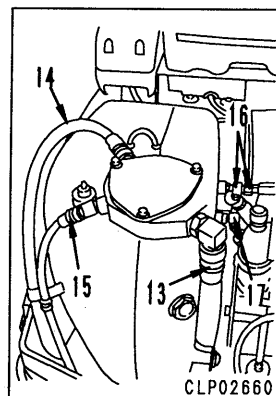


17. Disconnect hoses (13), (14), and (15) at top of hydraulic tank.

18. Disconnect 2 hoses (16) and hose (17) at right side of hydraulic tank.

19. Remove hose (18) at bottom of hydraulic tank.

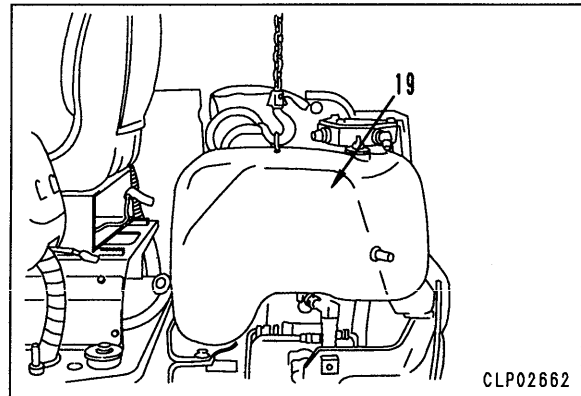
※ 3



20. Lift off hydraulic tank assembly (19).



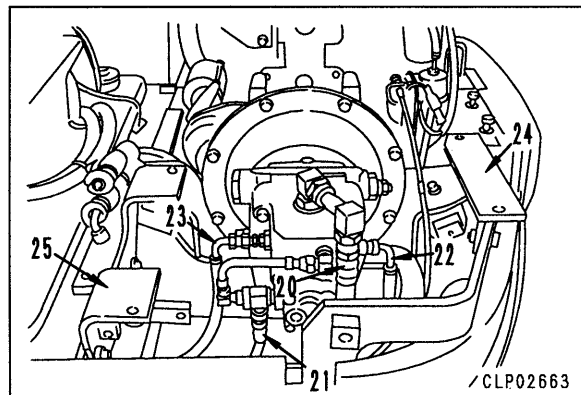
Hydraulic tank assembly : 45 kg



21. Disconnect hydraulic pump outlet hoses (20) and (21).

22. Disconnect hydraulic pump pilot hoses (22) and (23).

23. Remove hydraulic tank brackets (24) and (25).



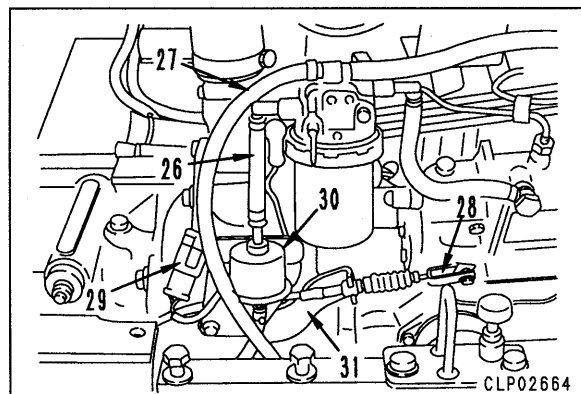
24. Disconnect fuel supply hose (26) and return hose (27).

25. Disconnect fuel control cable (28).

※ 4

26. Disconnect fuel feed pump connector (29).

27. Disconnect fuel feed pump bracket (30) and fuel control bracket (31), and move towards counter-weight end.

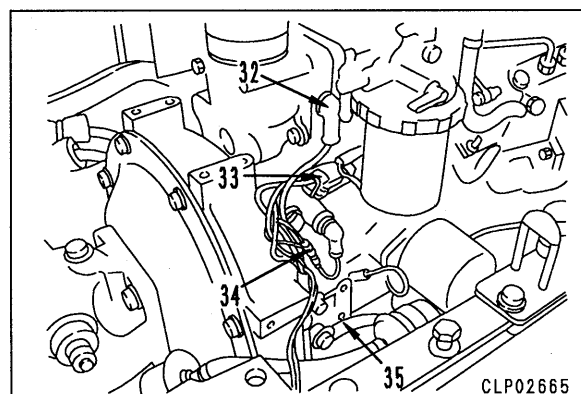


28. Disconnect intake air heater wiring (32).

29. Disconnect engine stop solenoid connector (33).

30. Disconnect engine oil pressure switch connector (34).

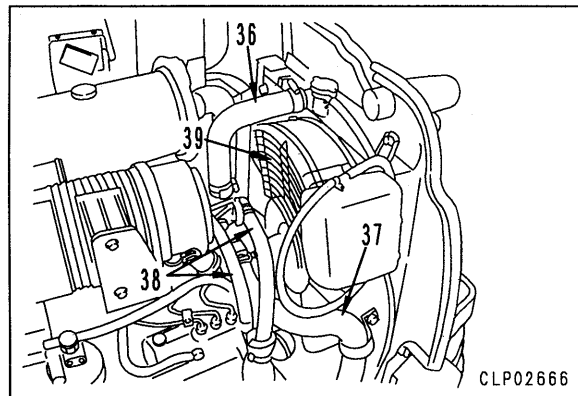
31. Disconnect engine ground connection wiring (35).
★ Disconnect the clamp of the cylinder block wiring also.



32. Disconnect radiator inlet hose (36) and outlet hose (37). ※ 5

33. Disconnect 2 heater hoses (38).
★ Operator's cab specification machine only.

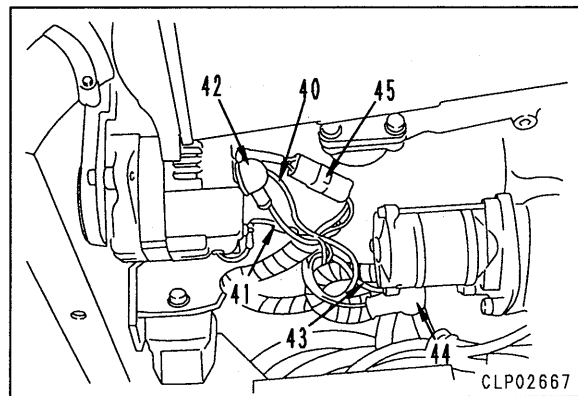
34. Remove fan net (39).



35. Disconnect alternator connectors (40) and (41), and wiring (42).


36. Disconnect starting motor connector (43) and 2 sets of wiring (44).

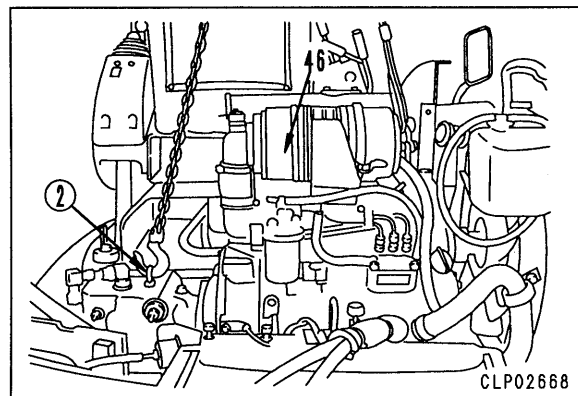
37. Disconnect water temperature sensor connector (45).
★ Disconnect the clamp of the cylinder block wiring also.



38. Using eyebolt ②, lift off engine and hydraulic pump assembly (46). ※ 6

- ★ Check that all piping and wiring has been disconnected, and be careful not to hit any other parts when removing.

 Engine, hydraulic pump assembly :
210 kg (PC30R, 35R)
260 kg (PC40R, 45R)



INSTALLATION OF ENGINE, HYDRAULIC PUMP ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1



Intake hose clamp :

 $5.9 \pm 0.49 \text{ Nm } \{60 \pm 5 \text{ kgcm}\}$

※ 2



Exhaust pipe clamp nut :

Inside nut :

 $7.84 \pm 1.96 \text{ Nm } \{0.8 \pm 0.2 \text{ kgm}\}$

Both nuts :

 $66.15 \pm 7.35 \text{ Nm } \{6.75 \pm 0.75 \text{ kgm}\}$

※ 3

Hose clamp at bottom of hydraulic tank : $5.9 \pm 0.49 \text{ Nm } \{60 \pm 5 \text{ kgcm}\}$

※ 4

- ★ Adjust the fuel control linkage. For details, see TESTING AND ADJUSTING, Adjusting control lever and pedal.

※ 5



Radiator hose clamp :

 $8.3 \pm 0.49 \text{ Nm } \{85 \pm 5 \text{ kgcm}\}$

※ 6



Engine mounting bolt :

Thread tightener (LT-2)

- ★ When coating, be careful not to get any thread tightener on the rubber cushion.



Engine mounting bolt :

 $66.15 \pm 7.35 \text{ Nm } \{6.75 \pm 0.75 \text{ kgm}\}$

- **Refilling with water**

Add water through water filler to the specified level. Run the engine to circulate the water through the system. Then check the water level again.

- **Refilling with oil (hydraulic tank)**

Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.



Hydraulic tank :

Approx. 33 ℓ (EO10W-CD)

REMOVAL OF FUEL TANK ASSEMBLY

- ⚠ Disconnect the cable from the negative (–) terminal of the battery.

1. Drain fuel.



Fuel tank : **Approx. 50 ℓ (when full)**

2. Lift off right protector (1).



Right protector : **40 kg**

3. Remove right cover (2).

4. Remove right side cover (3).

5. Remove adiabatic cover (4).

6. Disconnect 2 fuel hoses (5).

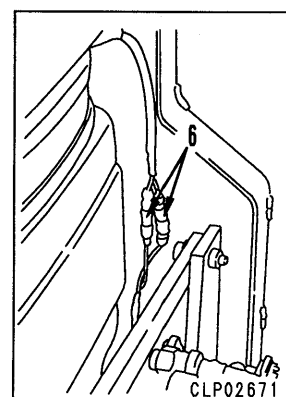
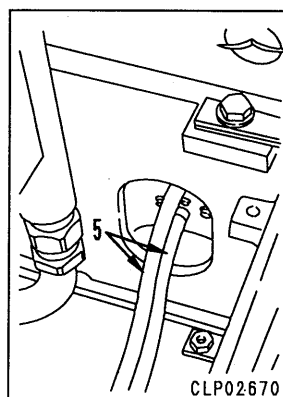
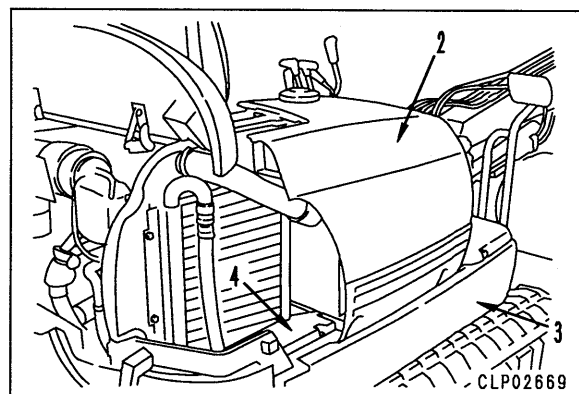
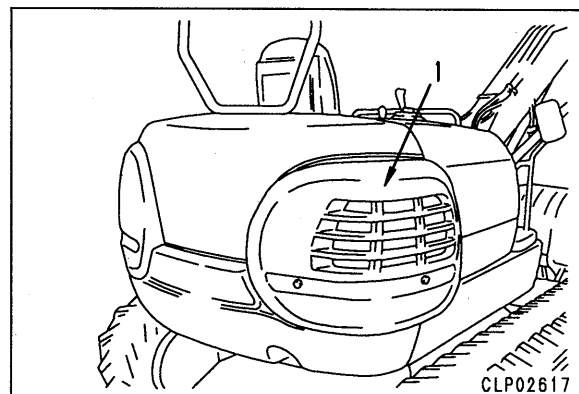
★ After disconnecting the hoses, fit tags to distinguish them.

7. Disconnect 2 fuel level sensor connectors (6).

8. Disconnect 2 bands (7).

※ 1

9. Remove fuel tank assembly (8).



INSTALLATION OF FUEL TANK ASSEMBLY

- Carry out installation in the reverse order to removal.

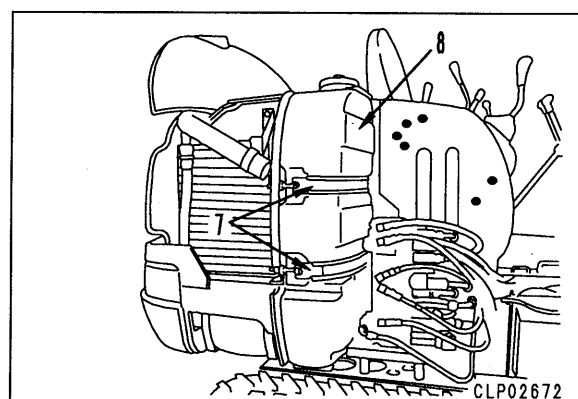
※ 1



Band mounting nut:

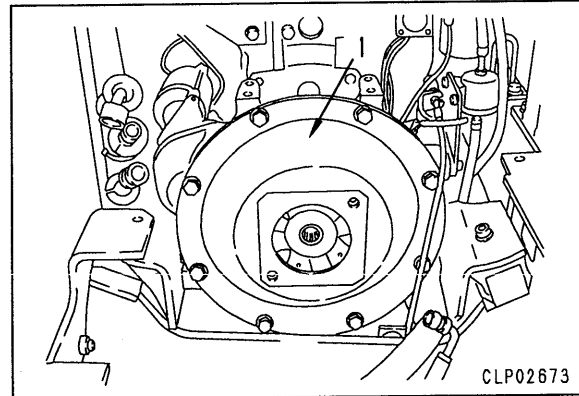
$5.9 \pm 0.49 \text{ Nm}$ ($0.6 \pm 0.05 \text{ kgm}$)

- Refilling with fuel (fuel tank)**
Add fuel to the fuel tank.



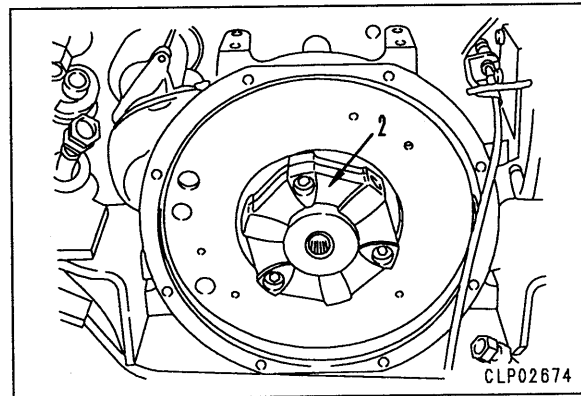
REMOVAL OF DAMPER ASSEMBLY

1. Remove hydraulic pump assembly. For details, see REMOVAL OF HYDRAULIC PUMP ASSEMBLY.
2. Remove cover (1).



3. Remove damper assembly (2).

※ 1



INSTALLATION OF DAMPER ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1



Damper assembly mounting bolt :

Thread portion : **Thread tightener (LT-2)**

- ★ When coating the thread, be careful not to get any thread tightener on the rubber portion of the coupling.

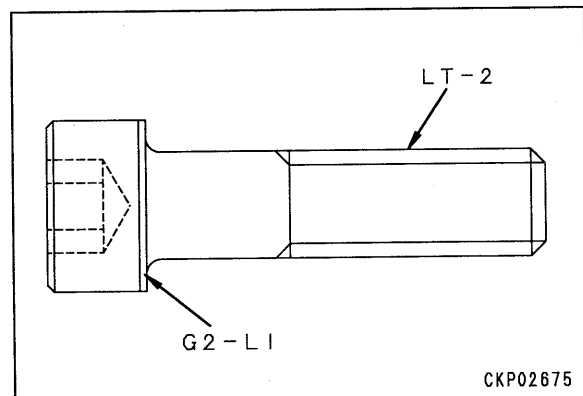
Seat portion : **Grease (G2-LI)**

- ★ When coating with grease, be careful not to get it on the threaded portion.



Damper assembly mounting bolt :

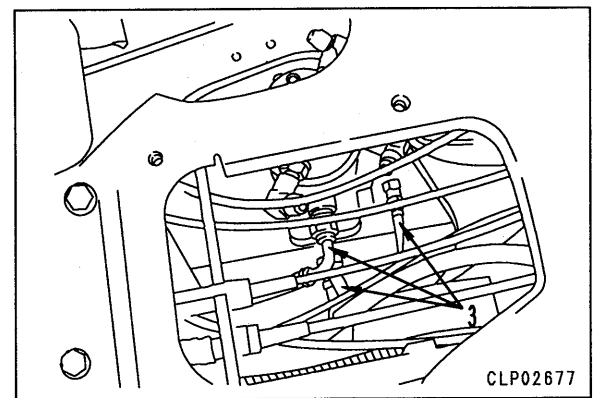
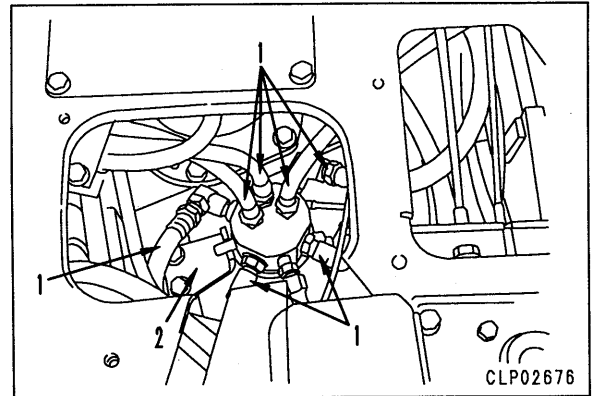
$87.75 \pm 4.45 \text{ Nm}$ { $8.95 \pm 0.45 \text{ kgm}$ }



REMOVAL OF CENTER SWIVEL JOINT ASSEMBLY

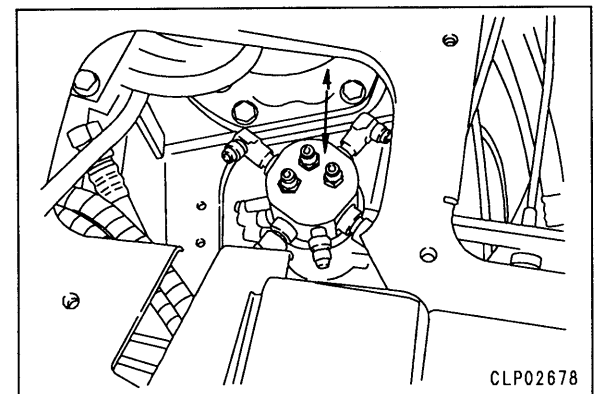
- ⚠** Release the remaining pressure in the hydraulic tank. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic tank.

1. Remove floor frame cover.
2. Remove track frame undercover.
3. Disconnect 8 top hoses (1).
 - ★ Fit blind plugs in the drain hoses (front of machine).
 - ★ After disconnecting the hoses, fit tags to distinguish them.
4. Remove stopper (2).
5. Disconnect 10 bottom hoses (3).
 - ★ After disconnecting the hoses, fit tags to distinguish them.
6. Remove center swivel joint assembly (4).
 - ★ Remove the mounting bolts, then pull out from under the chassis and remove.



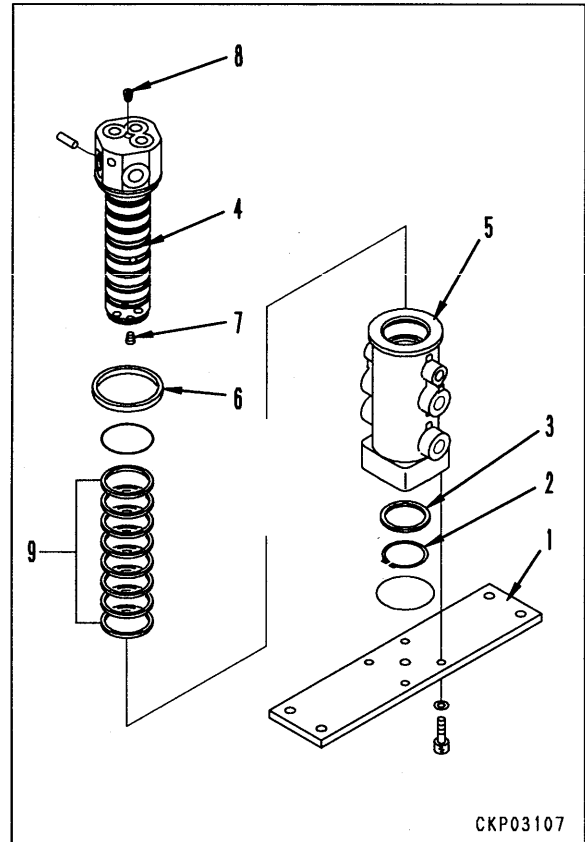
INSTALLATION OF CENTER SWIVEL JOINT ASSEMBLY

- Carry out installation in the reverse order to removal.
- **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.
- **Bleeding air**
Bleed the air from the travel motor. For details, see TESTING AND ADJUSTING, Bleeding air.



DISASSEMBLY OF CENTER SWIVEL JOINT ASSEMBLY

1. Remove plate (1).
2. Using snap ring pliers, remove snap ring (2).
3. Remove spacer (3).
4. Using tool T, pull out shaft (4) from rotor (5).
5. Remove dust seal (6) from shaft (4).
6. Remove 4 plugs (7) and 1 plug (8) from shaft (4).
7. Remove 8 slipper seals (9) from rotor (5).



ASSEMBLY OF CENTER SWIVEL JOINT ASSEMBLY

1. Install 8 slipper seals (9) and O-rings to rotor (5).
2. Install plug (8) and 4 plugs (7) to shaft (4).
 - ★ Remove all oil and grease from the plug thread, then dry the thread.



Whole circumference of thread :

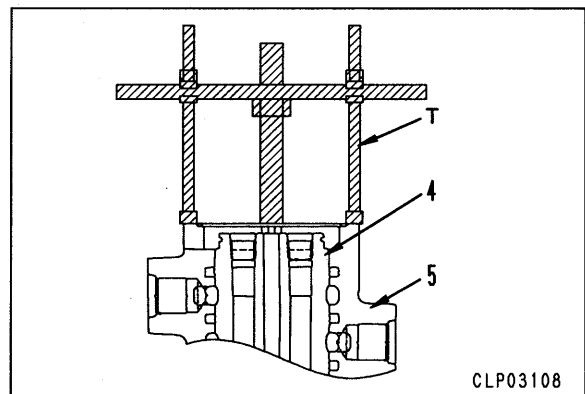
Thread tightener (LG-5)



Plug (8) : $11.8 \pm 24.5 \text{ Nm}$ { $1.2 \pm 2.5 \text{ kgm}$ }

Plug (7) : $32 \pm 13 \text{ Nm}$ { $3.3 \pm 1.3 \text{ kgm}$ }

3. Install dust seal (6) to shaft (4).
4. Install shaft (4) to rotor (5).
 - ★ Before installing, coat the dust seal lip and contact surface and rotor and shaft with grease (G2-LI).
 - ★ Tap the rotor with a plastic hammer and be careful not to damage the O-ring when installing.



5. Install spacer (3).
6. Using snap ring pliers, install snap ring (2).
7. Fit O-ring and install plate (1).
 - Mounting bolt : $66 \pm 7 \text{ Nm}$ { $6.7 \pm 0.7 \text{ kgm}$ }**

REMOVAL OF TRAVEL MOTOR ASSEMBLY

- ⚠** Release the remaining pressure in the hydraulic tank. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic tank.

1. Remove sprocket. For details, see REMOVAL OF SPROCKET.
2. Remove cover (1).
3. Disconnect drain hose (2), pilot hose (3), and 2 main hoses (4).
 - ★ Fit a blind plug in the drain hose.
 - ★ After disconnecting the hoses, fit tags to distinguish them.

4. Lift off travel motor assembly (5).

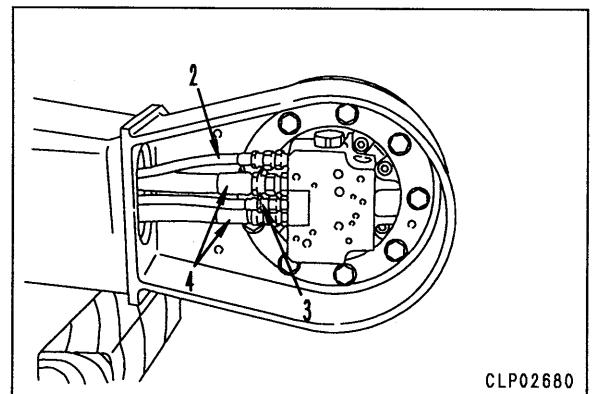
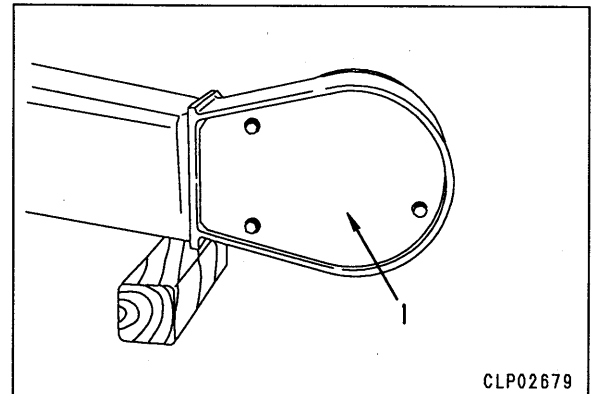


Travel motor assembly :

50 kg (PC30R, 35R)

60 kg (PC40R)

65 kg (PC45R)



INSTALLATION OF TRAVEL MOTOR ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1



Travel motor mounting bolt :

Thread tightener (LT-2)

※ 2



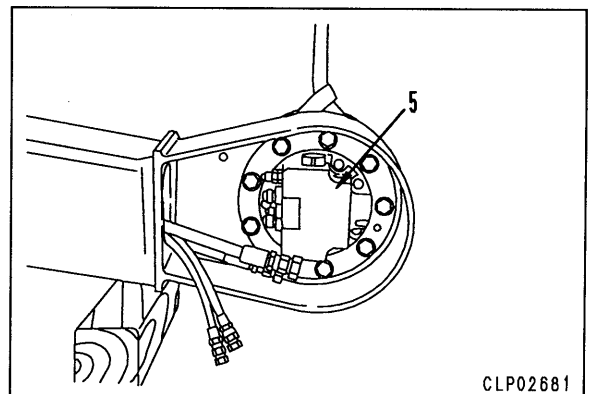
Travel motor mounting bolt :

PC30R, 35R :

$110.25 \pm 12.25 \text{ Nm}$ { $11.25 \pm 1.25 \text{ kgm}$ }

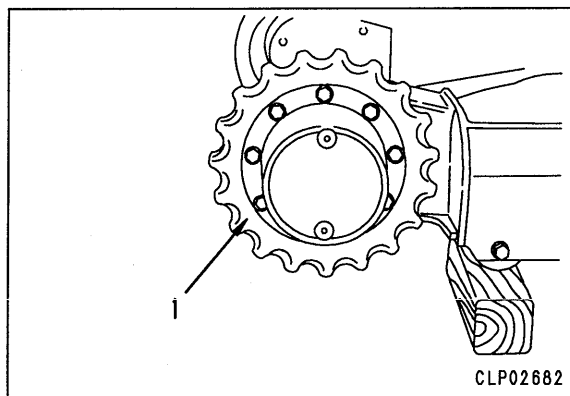
PC40R, 45R : **$176.4 \pm 19.6 \text{ Nm}$ { $18 \pm 2 \text{ kgm}$ }**

- **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.
- **Bleeding air**
Bleed the air from the travel motor. For details, see TESTING AND ADJUSTING, Bleeding air.



REMOVAL OF SPROCKET

1. Remove track shoe assembly. For details, see REMOVAL OF RUBBER SHOE ASSEMBLY or REMOVAL OF STEEL SHOE ASSEMBLY.
2. Remove sprocket (1). ※ 1



INSTALLATION OF SPROCKET

- Carry out installation in the reverse order to removal.

※ 1

Sprocket mounting bolt :

Thread tightener (LT-2)

Sprocket mounting bolt :


PC30R, 35R :

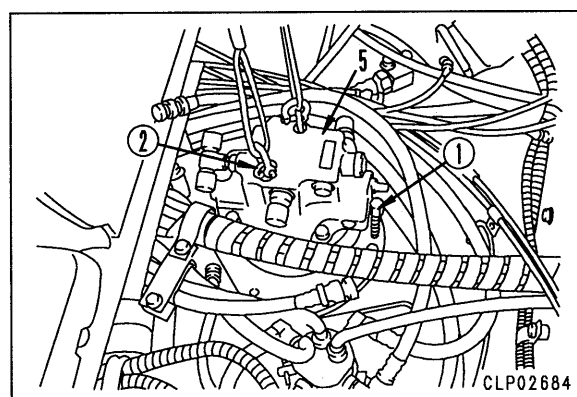
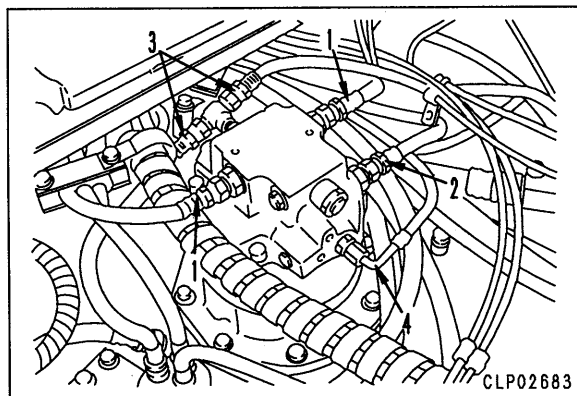
 $110.25 \pm 12.25 \text{ Nm}$ { $11.25 \pm 1.25 \text{ kgm}$ }**PC40R, 45R : $176.4 \pm 19.6 \text{ Nm}$ { $18 \pm 2 \text{ kgm}$ }**

REMOVAL OF SWING MOTOR, SWING MACHINERY ASSEMBLY

! Release the remaining pressure in the hydraulic tank. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic tank.

1. Remove floor frame assembly. For details, see REMOVAL OF FLOOR FRAME ASSEMBLY.
2. Disconnect 2 main hoses (1) and suction hose (2).
★ After disconnecting the hoses, fit tags to distinguish them.
3. Disconnect 2 drain hoses (3) and pilot hose (4).
★ Fit blind plugs in the drain hoses (hydraulic tank end).
4. Remove mounting bolts, then using forcing screw ①, disconnect swing motor and swing machinery assembly from revolving frame. ※ 1
5. Using 2 eyebolts ②, lift off swing motor and swing machinery assembly (5).

 Swing motor, swing machinery assembly :
40 kg (PC30R, 35R)
45 kg (PC40R, 45R)



INSTALLATION OF SWING MOTOR, SWING MACHINERY ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1



Swing motor, swing machinery assembly
mounting bolt :

110.25 ± 12.25 Nm {11.25 ± 1.25 kgm}

- **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level.
Run the engine to circulate the oil through the system. Then check the oil level again.
- **Bleeding air**
Bleed the air from the swing motor. For details, see TESTING AND ADJUSTING, Bleeding air.

DISASSEMBLY OF SWING MOTOR, SWING MACHINERY ASSEMBLY

- ★ There is no oil drain plug installed, so prepare an oil container to catch the oil inside the case, and drain the oil during the disassembly process.



Case : PC30R, 35R : 0.9 ℓ
PC40R, 45R : 1.3 ℓ

1. Preparatory work

Set swing motor and swing machinery assembly on block ①.

2. Swing motor assembly

Remove swing motor assembly (1).

3. Ring gear

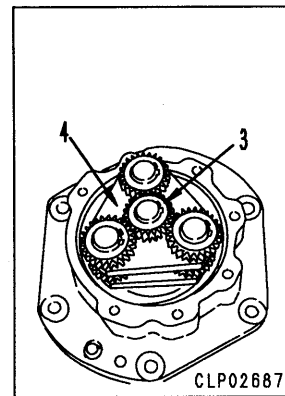
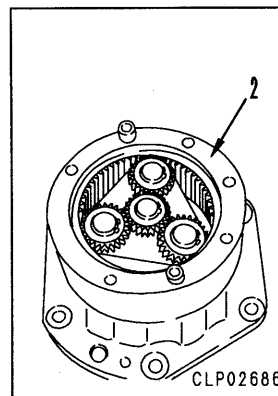
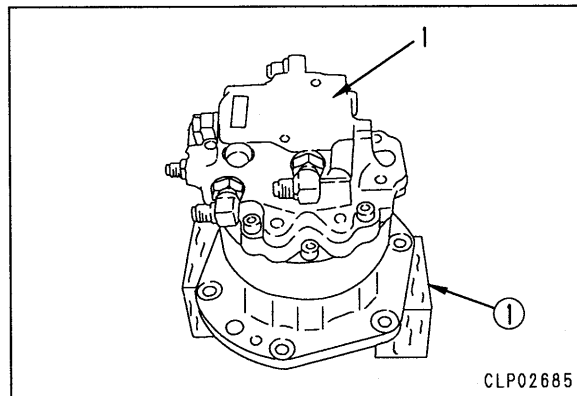
Remove ring gear (2).

4. No. 1 sun gear

Remove No. 1 sun gear (3).

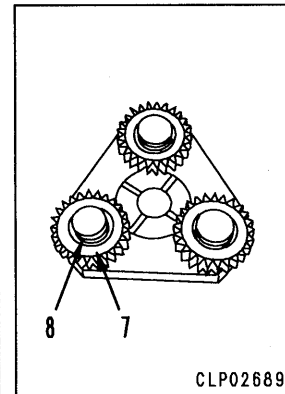
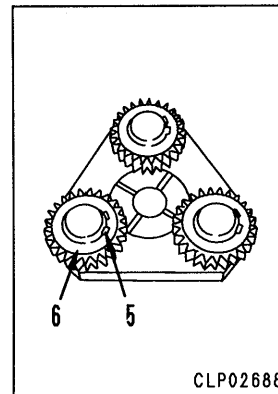
5. No. 1 planetary carrier assembly

1) Remove No. 1 planetary carrier assembly (4).

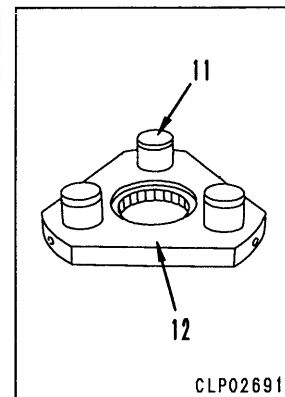
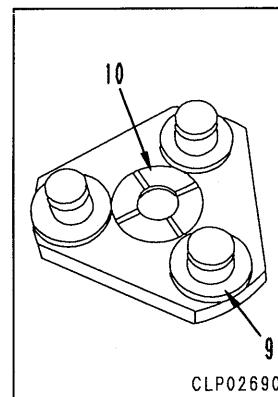


2) Disassemble No. 1 planetary carrier assembly as follows.

- i) Using snap ring pliers, remove 3 snap rings (5).
- ii) Remove 3 thrust washers (6).
- iii) Remove 3 planet gears (7).
- iv) Remove 3 needle bearings (8).

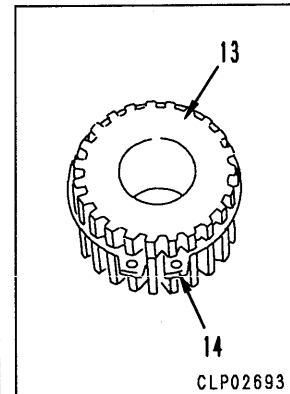
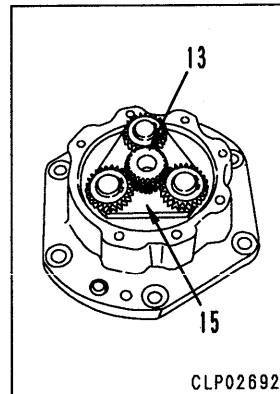


- v) Remove 3 thrust washers (9).
 - vi) Remove thrust plate (10).
 - vii) Knock pins into shafts, then remove 3 shafts (11) from carrier (12).
- ★ After removing the shafts, remove the pins from the shafts.



6. No. 2 sun gear

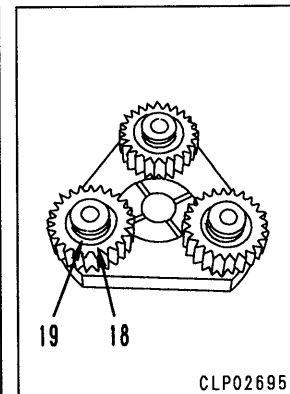
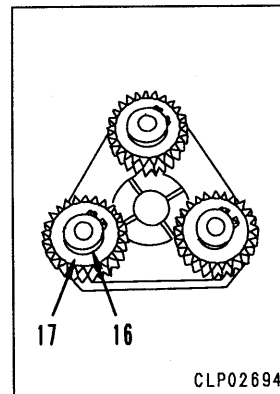
- 1) Remove No. 2 sun gear (13).
- 2) Using snap ring pliers, remove snap ring (14) from sun gear (13).

**7. No. 2 planetary carrier assembly**

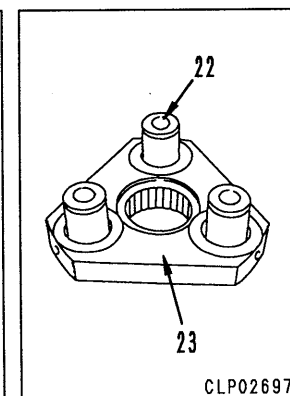
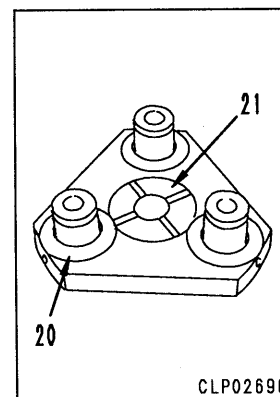
- 1) Remove No. 2 planetary carrier assembly (15).

- 2) Disassemble No. 2 planetary carrier assembly as follows.

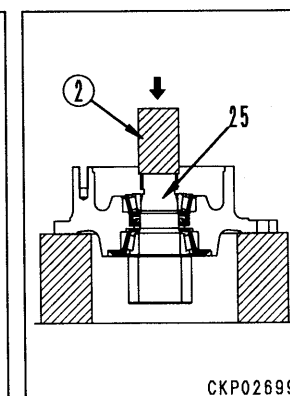
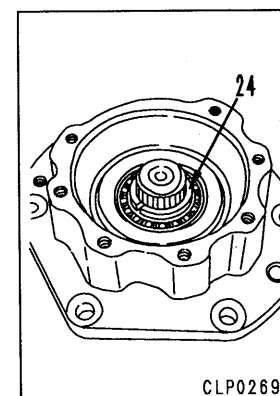
- i) Using snap ring pliers, remove 3 snap rings (16).
- ii) Remove 3 thrust washers (17).
- iii) Remove 3 planet gears (18).
- iv) Remove 3 needle bearings (19).



- v) Remove 3 thrust washers (20).
- vi) Remove thrust plate (21).
- vii) Knock pins into shafts, then remove 3 shafts (22) from carrier (23).
- ★ After removing the shafts, remove the pins from the shafts.

**8. Output shaft assembly**

- 1) Remove 2 spacers (24).
- 2) Using push tool ②, remove output shaft assembly (25).

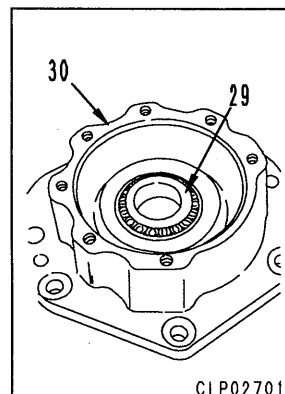
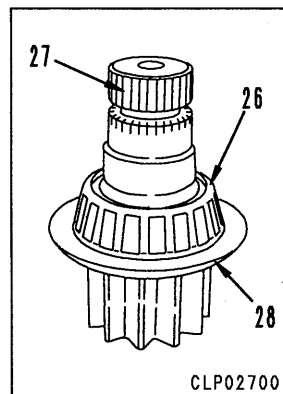


3) Disassemble output shaft assembly as follows.

- i) Remove bearing inner race (26) from shaft (27).
- ii) Remove seal (28).

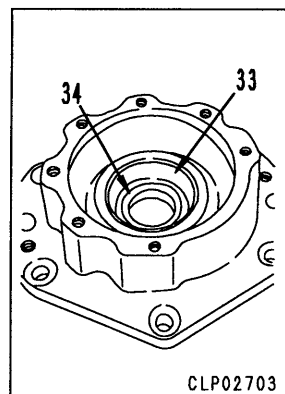
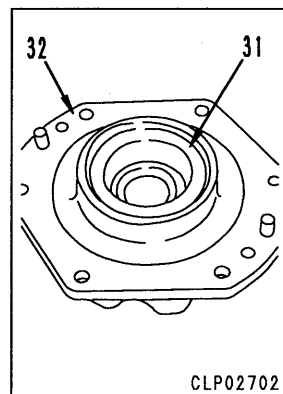
9. Case assembly

- 1) Remove bearing inner race (29) from case assembly (30).



2) Disassemble case assembly as follows.

- i) Remove bearing outer race (31) from case (32).
- ii) Remove bearing outer race (33).
- iii) Remove oil seal (34).




ASSEMBLY OF SWING MOTOR, SWING MACHINERY ASSEMBLY

1. Case assembly

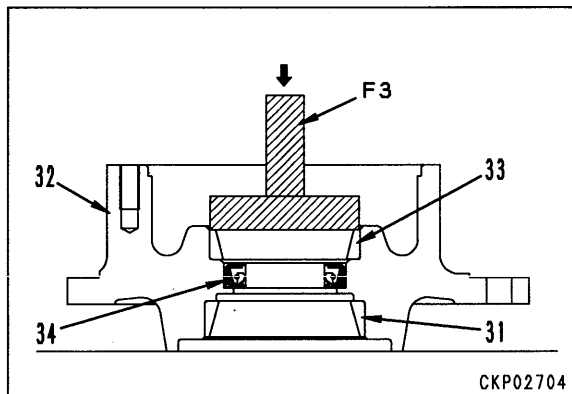
Assemble case assembly as follows.

- 1) Using tool **F1**, press fit oil seal (34) to case (32).

★ When press fitting the oil seal, set with the rubber surface at the bottom and the metal surface at the top.

 Fill 40 – 60% of the space at the oil seal lip with grease (G2-LI).

- 2) Using tools **F2** and **F3**, press fit bearing outer races (33) and (31) to case (32).



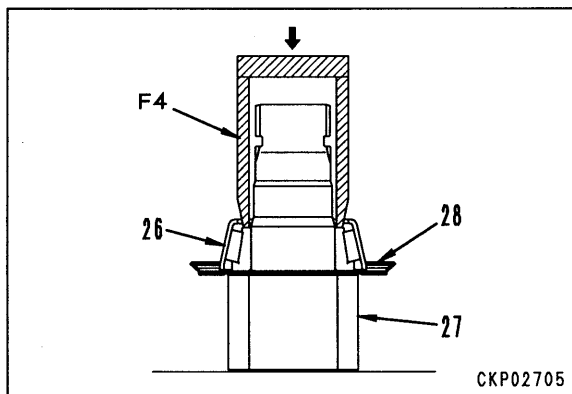
2. Output shaft assembly

- 1) Assemble output shaft assembly as follows.


- i) Install seal (28) to shaft (27).

★ Install the seal with the lip at the top.

- ii) Using tool **F4**, press fit bearing inner race (26) to shaft (27).



- 2) Set case assembly (30) to shaft assembly (25).

 Coat the rolling surface of the bearing inner race, the track surface, and the seal lip with grease (G2-LI).

- PC30R, 35R : Approx. 40 g
- PC40R, 45R : Approx. 60 g

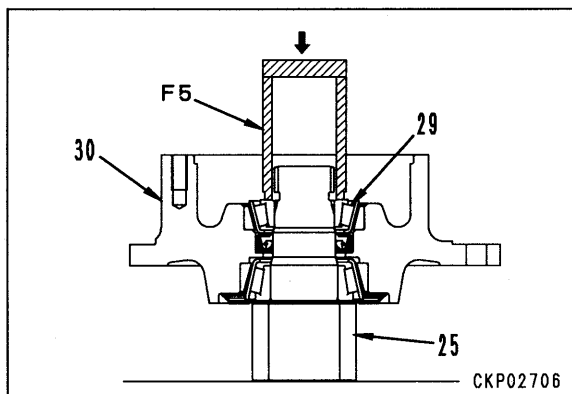
- 3) Using tool **F5**, press fit bearing inner race (29).

★ Press-fitting force:

PC30R, 35R : Max. 11,170 N {Max. 1,140 kg}

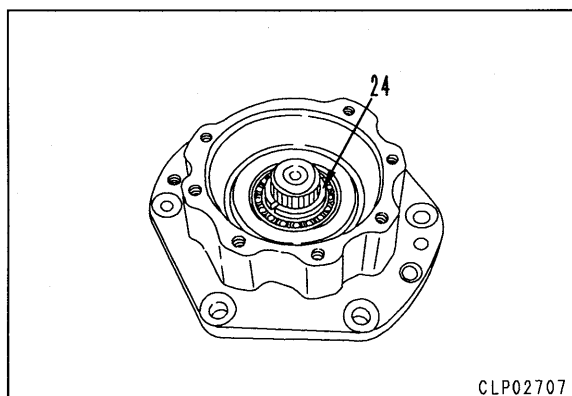
PC40R, 45R : Max. 13,300 N {Max. 1,360 kg}

★ Press fit the bearing inner race gradually while rotating the case.



- 4) Install spacer (24).

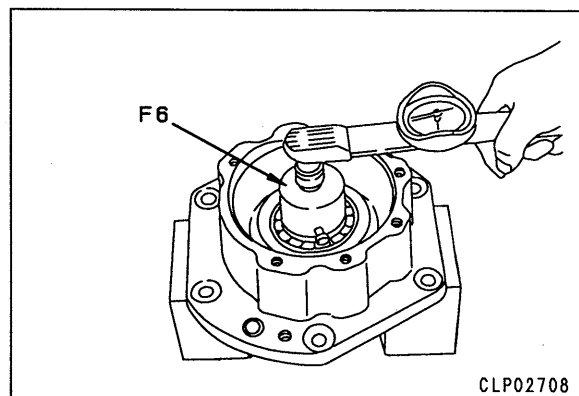
★ After installing, set the case and output shaft assembly on top of the block.



- 5) Using tool **F6**, measure starting torque of output shaft.

★ Starting torque :

Max. 13.2 Nm {Max. 1.35 kgm}



3. No. 2 planetary carrier assembly

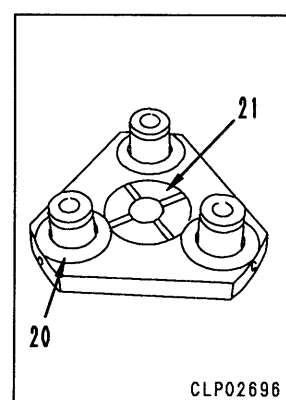
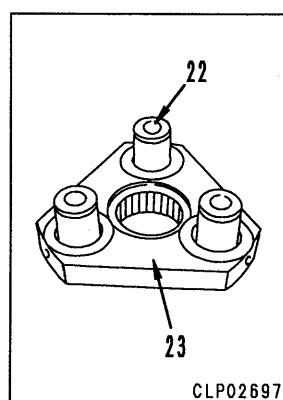
- 1) Assemble No. 2 planetary carrier as follows.

- i) Set 3 shafts (22) to carrier (23), and knock in pins.

★ After press fitting the pins, caulk the carrier portion at 2 places around the pin holes.

- ii) Install thrust plate (21).

- iii) Install 3 thrust washers (20).



- iv) Install 3 needle bearings (19).

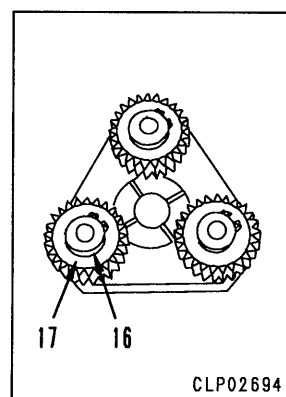
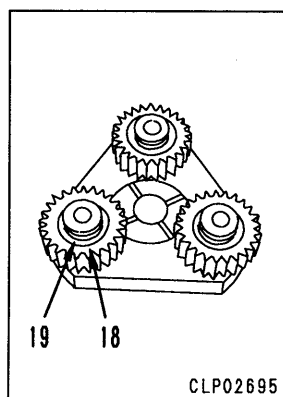
- v) Install 3 planet gears (18).

- vi) Install 3 thrust washers (17).

- vii) Using snap ring pliers, install 3 snap rings (16).

★ Use new snap rings.

★ When installing the snap ring, do not open the end gap more than 7 mm.



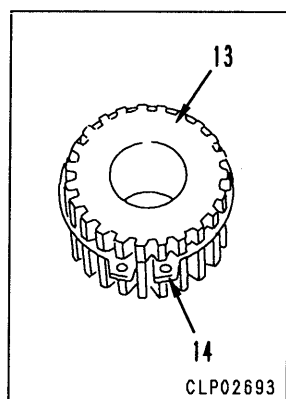
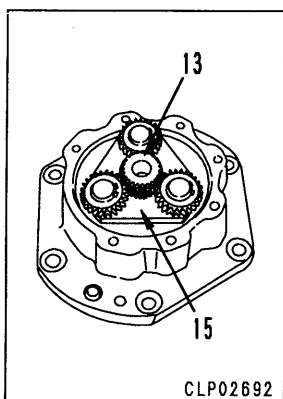
- 2) Install No. 2 planetary carrier assembly (15).

4. No. 2 sun gear

- 1) Using snap ring pliers, install snap ring (14) to sun gear (13).

- 2) Install No. 2 sun gear (13).

★ Install with the longer dimension from the snap ring at the bottom.



5. No. 1 planetary carrier assembly

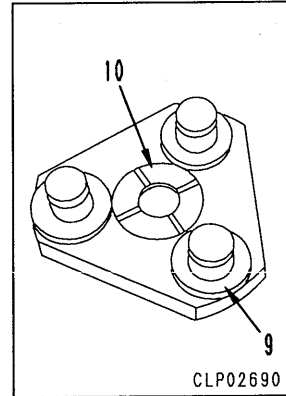
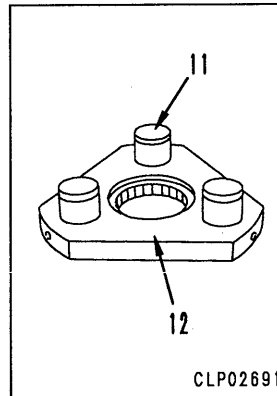
1) Assemble No. 1 planetary carrier as follows.

- i) Set 3 shafts (11) to carrier (12), and knock in pins.

★ After press fitting the pins, caulk the carrier portion at 2 places around the pin holes.

- ii) Install thrust plate (10).

- iii) Install 3 thrust washers (9).



- iv) Install 3 needle bearings (8).

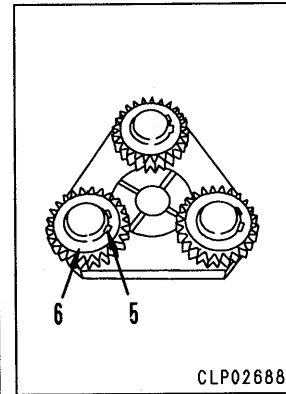
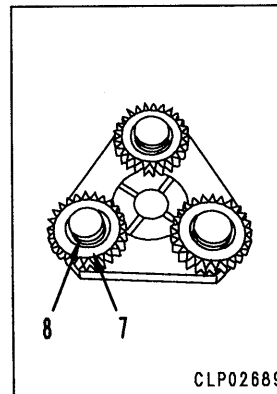
- v) Install 3 planet gears (7).

- vi) Install 3 thrust washers (6).

- vii) Using snap ring pliers, install 3 snap rings (5).

★ Use new snap rings.

★ When installing the snap ring, do not open the end gap more than 7 mm.




2) Install No. 1 planetary carrier assembly (4).

6. No. 1 sun gear


Install No. 1 sun gear (3).

7. Ring gear

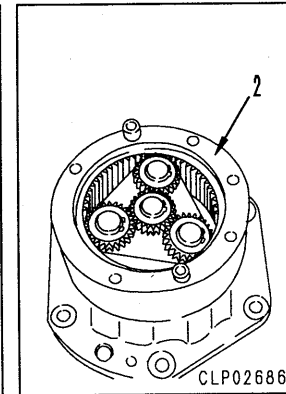
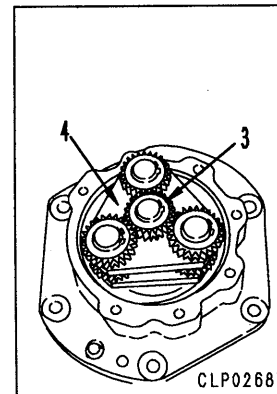
Install ring gear (2).

 Case mating surface :

Gasket sealant (LG-4)

 Mounting bolt :

$65 \pm 6 \text{ Nm}$ $\{6.75 \pm 0.75 \text{ kgm}\}$

**8. Refilling with oil**

Fill case with engine oil.



Case : PC30R, 35R : **0.9 ℓ (EO10-CD)**

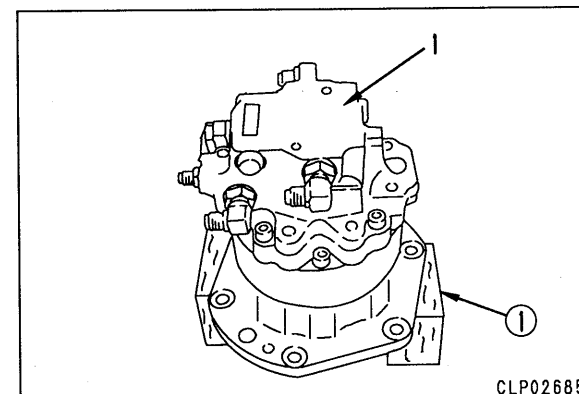
PC40R, 45R : **1.3 ℓ (EO10-CD)**

9. Swing motor assembly

Fit O-ring and install swing motor assembly ①.

 Mounting bolt :

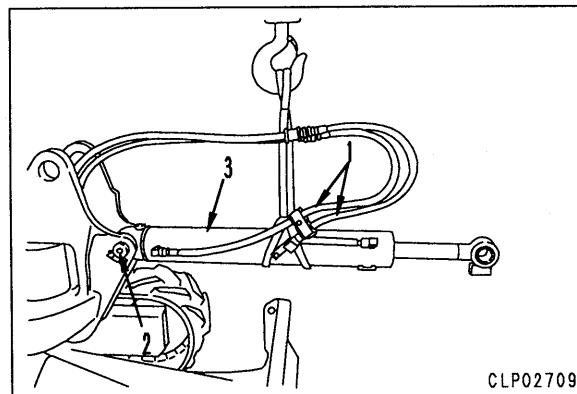
$65 \pm 6 \text{ Nm}$ $\{6.75 \pm 0.75 \text{ kgm}\}$



REMOVAL OF REVOLVING FRAME ASSEMBLY

- ⚠** Release the remaining pressure in the hydraulic tank. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic tank.

1. Remove operator's cab assembly. For details, see REMOVAL OF OPERATOR'S CAB ASSEMBLY.
★ Operator's cab specification machine only.
Remove canopy assembly. For details, see REMOVAL OF CANOPY ASSEMBLY.
★ Canopy specification machine only.



CLP02709

2. Remove work equipment assembly. For details, see REMOVAL OF WORK EQUIPMENT ASSEMBLY.
3. Disconnect 2 hoses (1).
4. Sling boom cylinder assembly, then remove bottom pin (2), and lift off boom cylinder assembly (3).

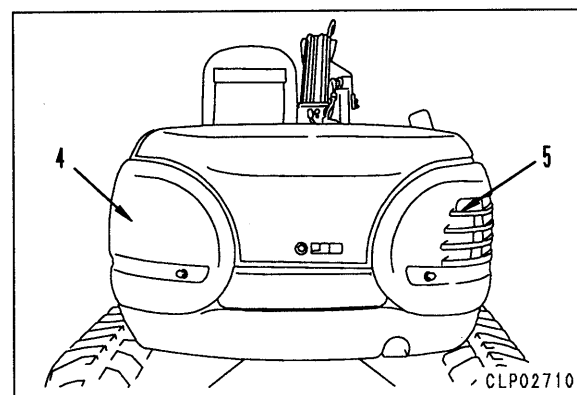


Boom cylinder assembly :

35 kg (PC30R, 35R)

45 kg (PC40R, 45R)

※ 1



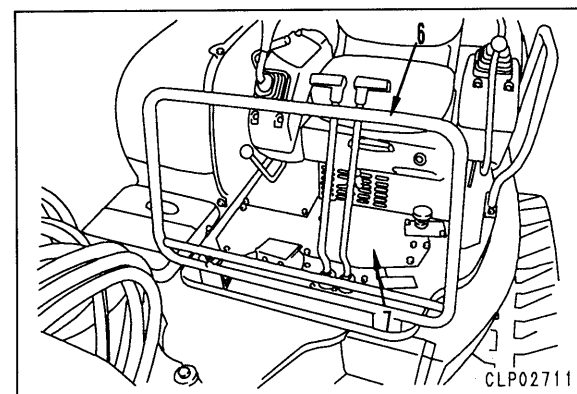
CLP02710

5. Lift off left protector (4) and right protector (5).



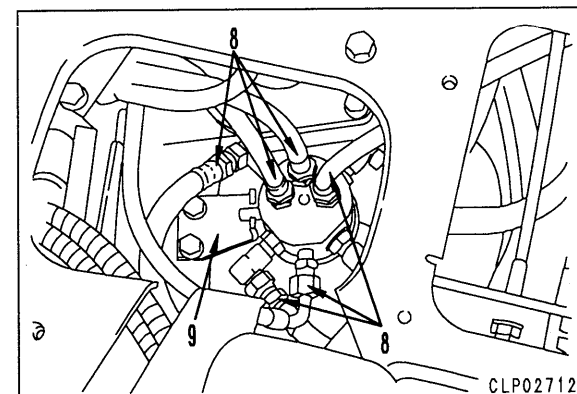
Left and right protectors : 40 kg

6. Remove handrail (6).
★ Canopy specification machine only.
7. Remove floor frame cover (7).



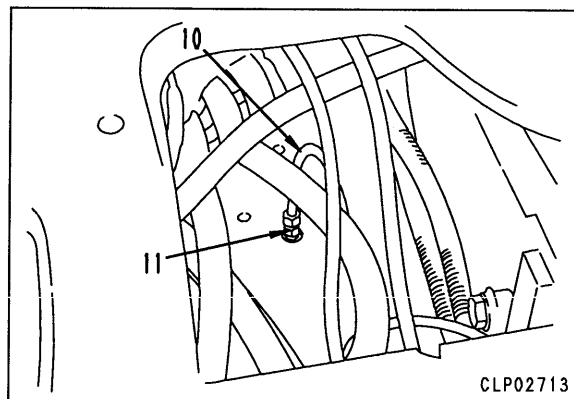
CLP02711

8. Disconnect 8 hoses (8) at top of swivel joint.
★ Fit a blind plug in the drain hose (front of machine).
★ After disconnecting the hoses, fit tags to distinguish them.
9. Remove stopper (9).



CLP02712

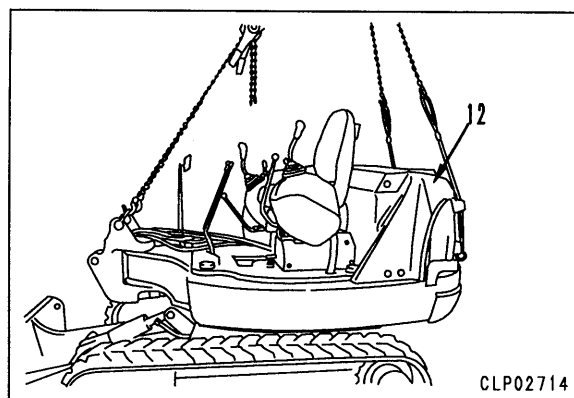
10. Disconnect grease tube (10) and remove grease connector (11).



CLP02713

11. Using eyebolts, sling revolving frame assembly (12).

- ★ Fit the lifting equipment to the boom mount at 2 places at the front and to the protector mounting bolt portion at 2 places at the rear, then install the mounting bolts.
- ★ Sling the assembly, then leave 2 or 3 mounting bolts each at the front and rear, and remove all the other mounting bolts. ※ 2



CLP02714

12. Remove mounting bolts, then remove revolving frame assembly (12). ※ 3

- ★ Using a lever block, adjust the balance of the revolving frame to the front, rear, left and right, then remove the remaining mounting bolts, and lift off.
- ★ Be careful not to hit the swivel joint when removing.



Revolving frame assembly :

1,500 kg (PC30R, 35R)


1,550 kg (PC40R, 45R)


INSTALLATION OF REVOLVING FRAME ASSEMBLY

. Carry out installation in the reverse order to removal.

※ 1

⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.


 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)


 Greasing after assembling :
Molybdenum disulphide grease (LM-G)

★ Adjust the shim thickness so that the clearance between the bottom of boom cylinder (3) and boom swing bracket (13) is less than 1 mm.

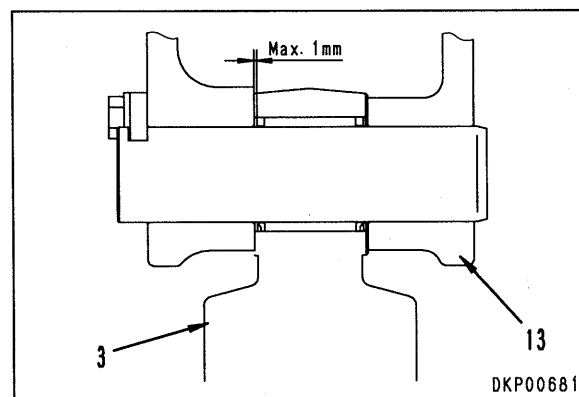
- Shim thickness : 1 mm

※ 2 ※ 3

 Revolving frame assembly mounting bolt :
Thread tightener (LT-2)

 Revolving frame assembly mounting bolt :
112.7 ± 9.8 Nm {11.5 ± 1 kgm}

- **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level.
Run the engine to circulate the oil through the system. Then check the oil level again.
- **Bleeding air**
Bleed the air from the boom cylinder, blade cylinder, and travel motor. For details, see TESTING AND ADJUSTING, Bleeding air.



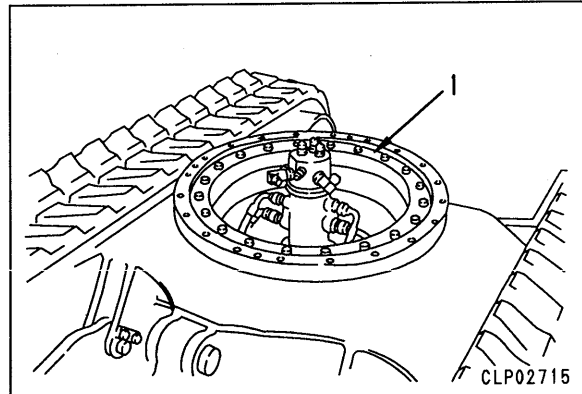
REMOVAL OF SWING CIRCLE ASSEMBLY

1. Remove revolving frame assembly. For details, see REMOVAL OF REVOLVING FRAME ASSEMBLY.
2. Using eyebolts, lift off swing circle assembly (1).



Swing circle assembly :

45 kg (PC30R, 35R)
60 kg (PC40R)
65 kg (PC45R)



INSTALLATION OF SWING CIRCLE ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

- ★ Install so that the soft zone **S** mark on the inner race is on the left side of the track frame.



Swing circle assembly mounting bolt :

Thread tightener (LT-2)

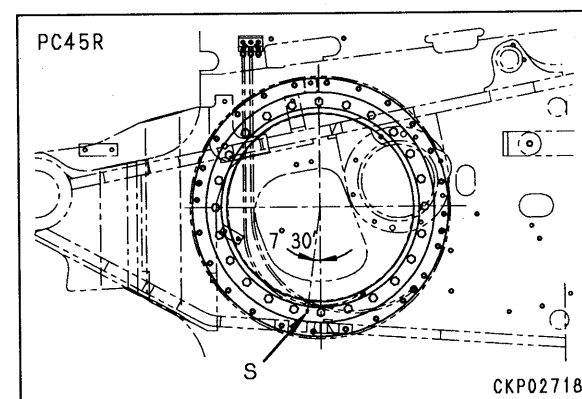
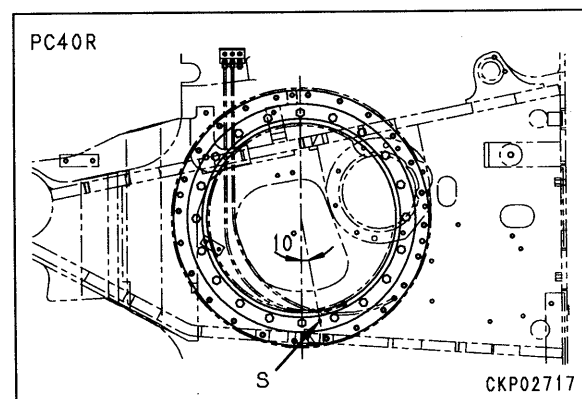
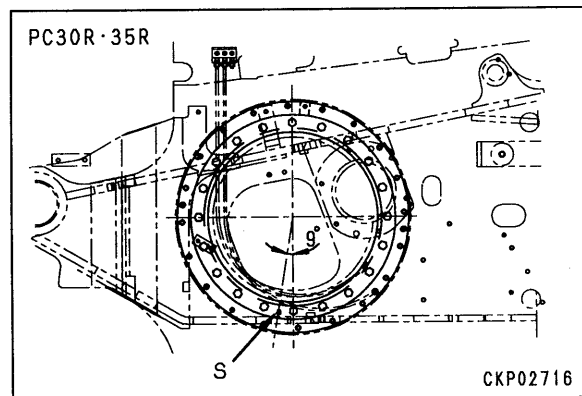


Swing circle assembly mounting bolt :

$112.7 \pm 9.8 \text{ Nm}$ ($11.5 \pm 1 \text{ kgm}$)



Face of inner race teeth : **Grease (G2-LI)**

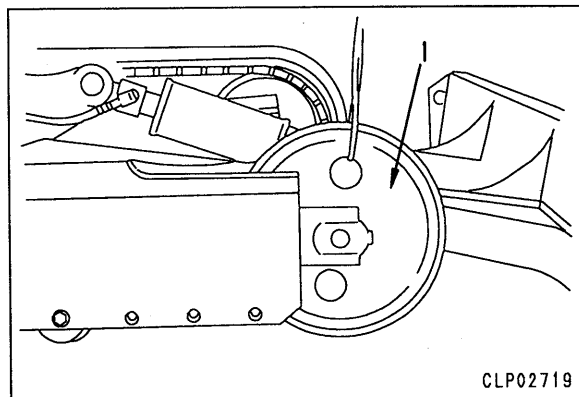


REMOVAL OF IDLER ASSEMBLY

1. Remove track shoe assembly. For details, see REMOVAL OF RUBBER SHOE ASSEMBLY or REMOVAL OF STEEL SHOE ASSEMBLY.
2. Lift off idler assembly (1).



Idler assembly : **40 kg (PC30R, 35R)**
50 kg (PC40R, 45R)

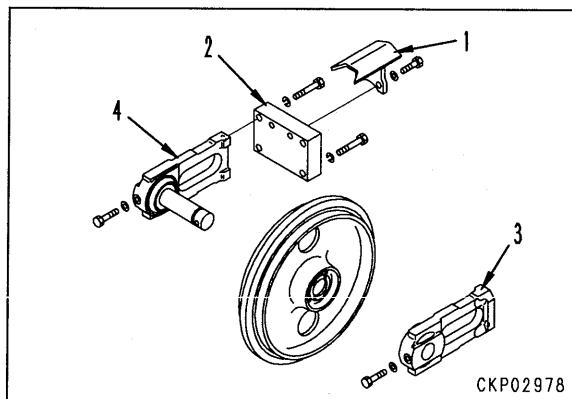


INSTALLATION OF IDLER ASSEMBLY

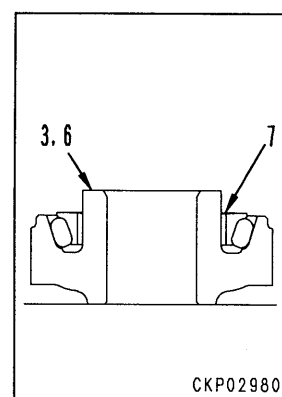
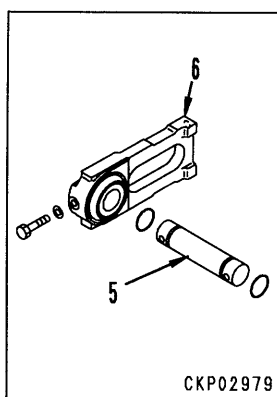
- Carry out installation in the reverse order to removal.

DISASSEMBLY OF IDLER ASSEMBLY

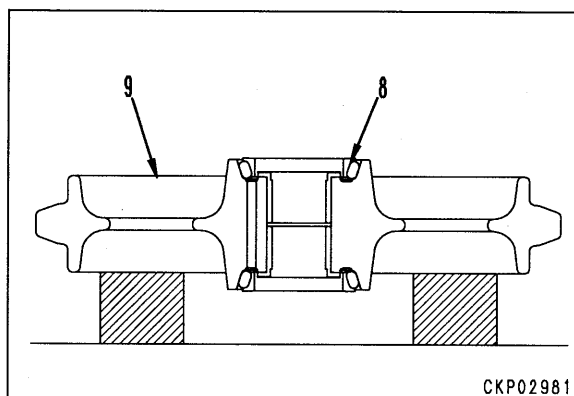
1. Remove cover (1) and bracket (2).
2. Remove support (3).
3. Remove support and shaft assembly (4).



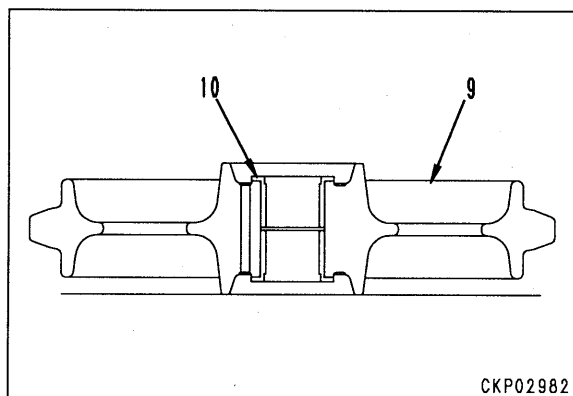
4. Remove shaft (5) from support (6).
5. Remove floating seal (7) from supports (3) and (6).



6. Remove 2 floating seals (8) from idler (9).

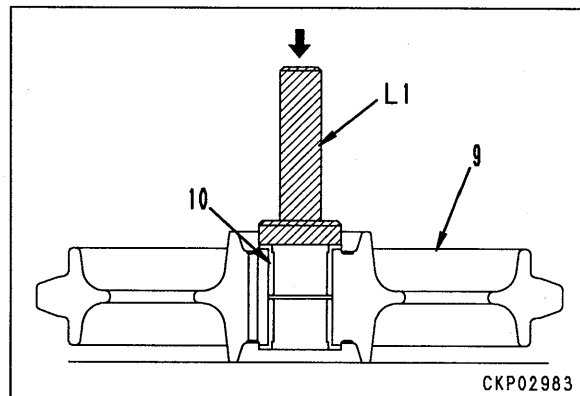


7. Remove 2 bushings (10) from idler (9).



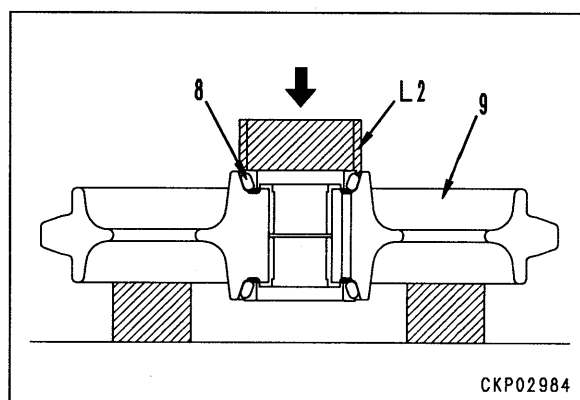
ASSEMBLY OF IDLER ASSEMBLY

- Using tool **L1**, press fit 2 bushings (10) to idler (9).



- Using tool **L2**, install 2 floating seals (8) to idler (9).


- ★ Wash and remove all grease and oil from the O-ring and O-ring contact surface, then dry the parts.
- ★ Coat the sliding surface of the oil seal with engine oil (EO30-CD) before installing, and be careful not to let any dirt or dust stick to it.



- Using tool **L2**, install floating seal (7) to supports (3) and (6).

- ★ Wash and remove all grease and oil from the O-ring and O-ring contact surface, then dry the parts.
- ★ Coat the sliding surface of the oil seal with engine oil (EO30-CD) before installing, and be careful not to let any dirt or dust stick to it.

- Fit O-ring and install shaft (5) to support (6).

 Mounting bolt : **Thread tightener (LT-2)**

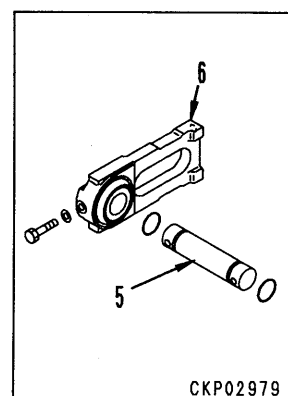
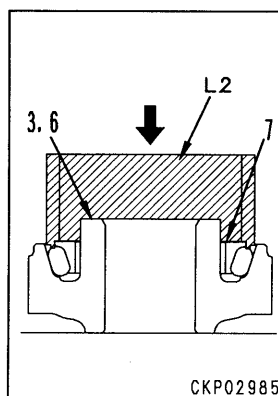
- Install support and shaft assembly (4) to idler.

- Fill inside of idler with engine oil.



Inside portion of idler :

Approx. 20 cc (EO30-CD)



- Install support (3).

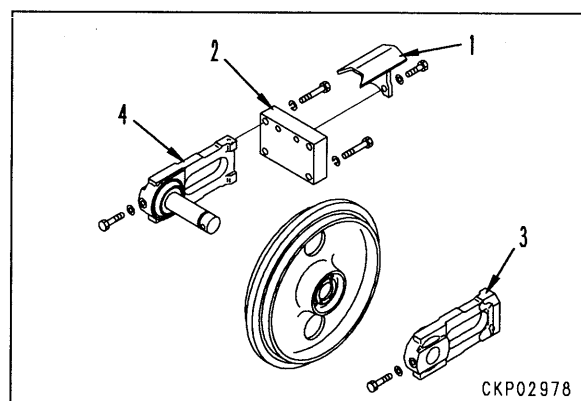
 Mounting bolt : **Thread tightener (LT-2)**

- Install bracket (2).

 Mounting bolt : **Thread tightener (LT-2)**

 Mounting bolt :
 $110.5 \pm 12.5 \text{ Nm}$ ($11.25 \pm 1.25 \text{ kgm}$)

- Install cover (1).



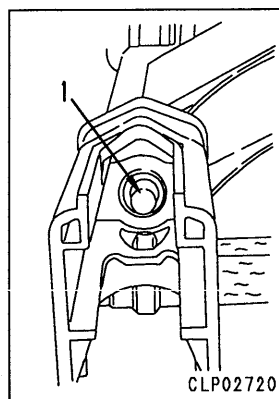
REMOVAL OF RECOIL SPRING ASSEMBLY

1. Remove idler assembly. For details, see REMOVAL OF IDLER ASSEMBLY.
2. Pull out recoil spring assembly (1) and remove.

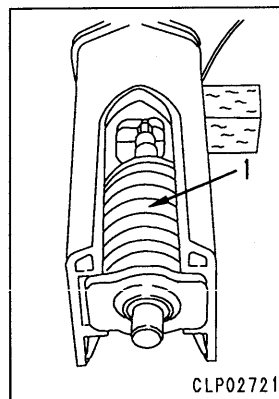


Be careful not to damage the grease fitting when removing.

※ 1



CLP02720



CLP02721

INSTALLATION OF RECOIL SPRING ASSEMBLY

- Carry out installation in the reverse order to removal.

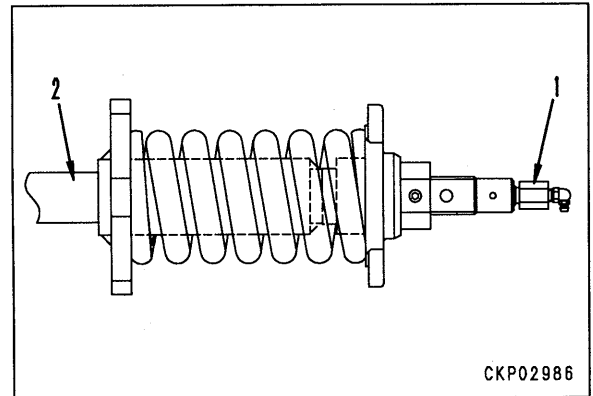
※ 1

- ★ Install the grease fitting facing the outside of the chassis.

DISASSEMBLY OF RECOIL SPRING ASSEMBLY

1. Piston

- 1) Remove valve (1).
- 2) Remove piston (2).



2. Recoil spring

- 1) Using tool M, set recoil spring to press.

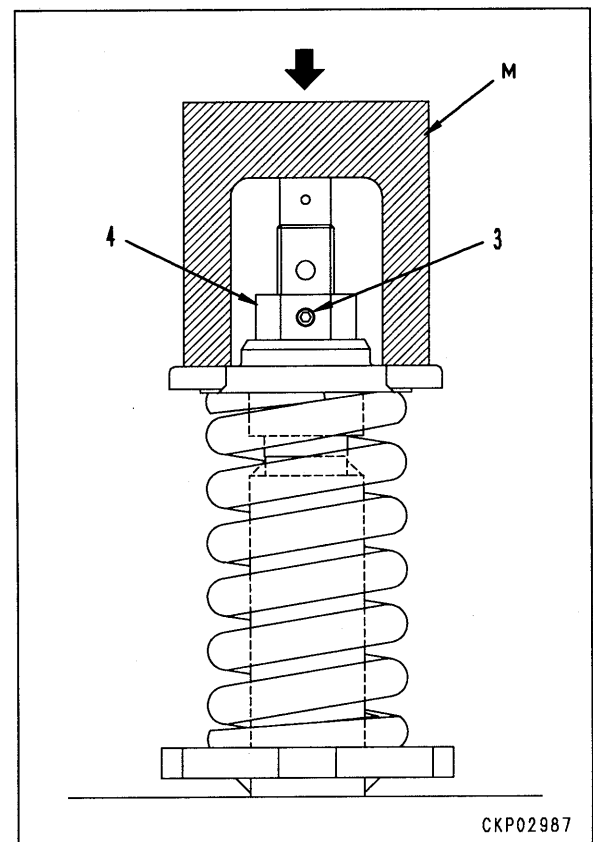
⚠ The recoil spring is under large installed load, so be sure to set the tool properly. Failure to do this is dangerous.

- 2) Apply hydraulic pressure slowly to compress spring, then remove screw (3), and remove nut (4).

★ Compress the spring to a point where the nut becomes loose.

★ Installed load of spring:

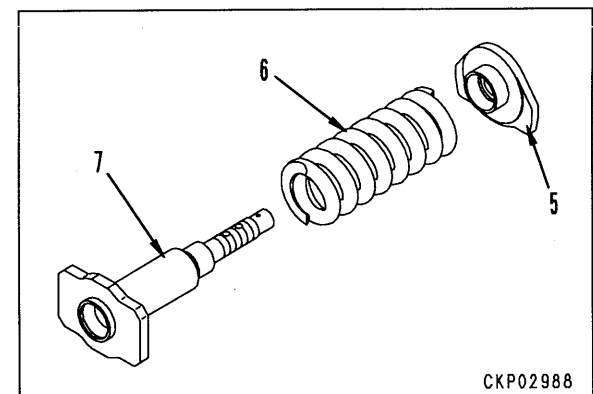
Model	Rubber shoe	kN {kg}
	Steel shoe	
PC30R, 35R	30.9 {3,151}	19.7 {2,008}
PC40R, 45R	42.4 {4,326}	26.9 {2,748}



- 3) Release the hydraulic pressure slowly and allow spring to extend, then remove stopper (5) and spring (6) from cylinder assembly (7).

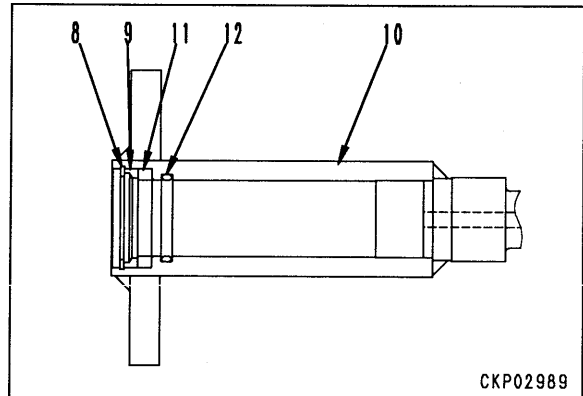
★ Free length of spring :

PC30R, 35R : 275 mm
PC40R, 45R : 302 mm



3. Cylinder

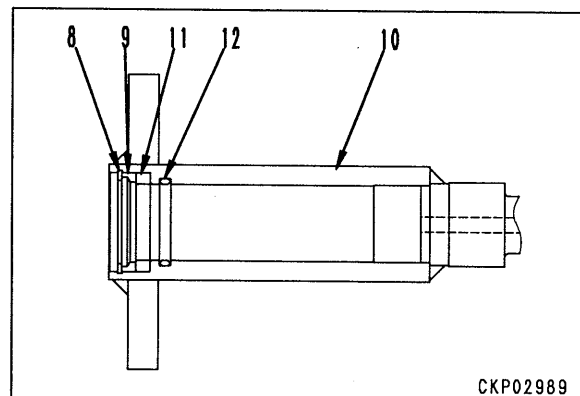
- 1) Remove snap ring (8), then remove spacer (9) from cylinder (10).
- 2) Remove dust seal (11).
- 3) Remove O-ring (12).



ASSEMBLY OF RECOIL SPRING ASSEMBLY

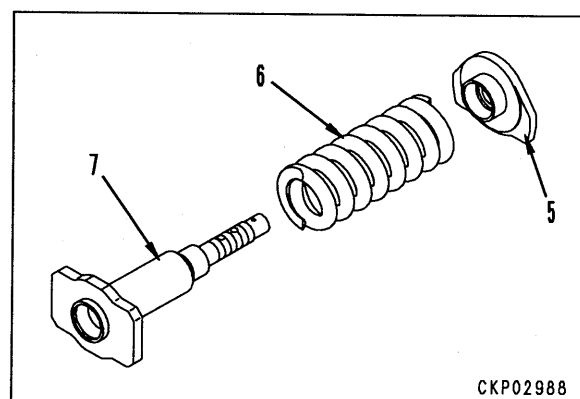
1. Cylinder

- 1) Install O-ring (12) to cylinder (10).
- 2) Install dust seal (11).
- 3) Fit spacer (9) and secure with snap ring (8).



2. Recoil spring

- 1) Assemble cylinder assembly (7), spring (6), and stopper (5).



- 2) Using tool **M**, set recoil spring to press.
⚠ The recoil spring is under large installed load, so be sure to set the tool properly. Failure to do this is dangerous.
- 3) Apply hydraulic pressure slowly to compress spring, then fit nut (4) and install screw (3).

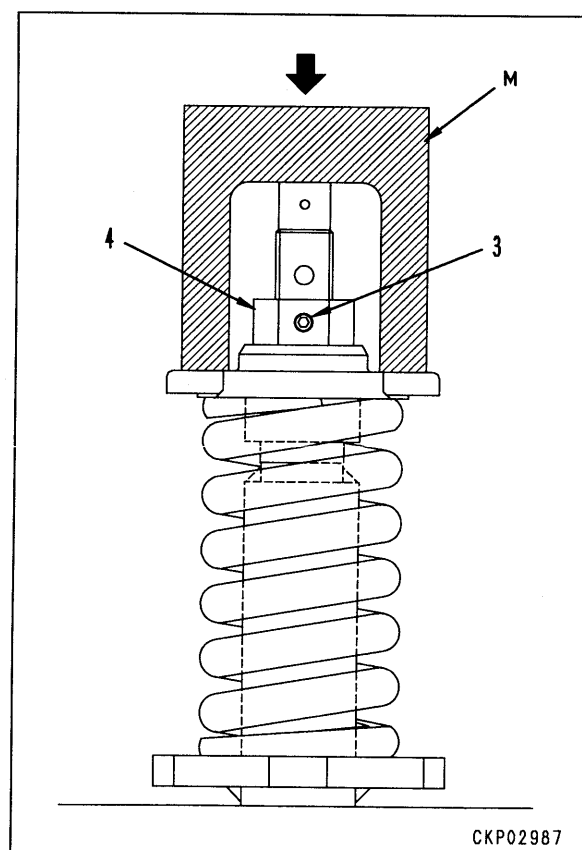
★ Installed height of spring:

Model	Rubber shoe	Steel shoe
PC30R, 35R	188.1 mm	213.1 mm
PC40R, 45R	202.2 mm	238.2 mm

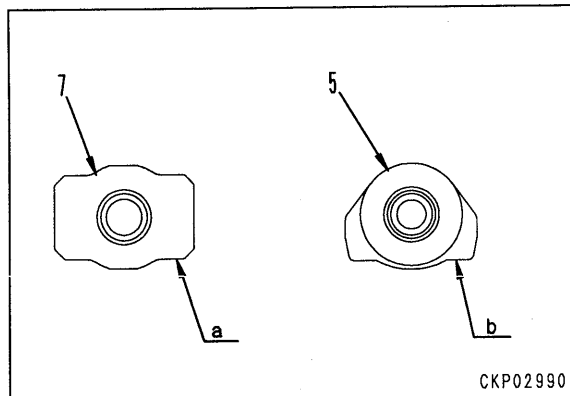
★ Installed load of spring:

Model	Rubber shoe	kN {kg}
		Steel shoe
PC30R, 35R	30.9 {3,151}	19.7 {2,008}
PC40R, 45R	42.4 {4,326}	26.9 {2,748}

★ The mounting hole for the screw is at the top for the steel shoe and at the bottom for the rubber shoe.

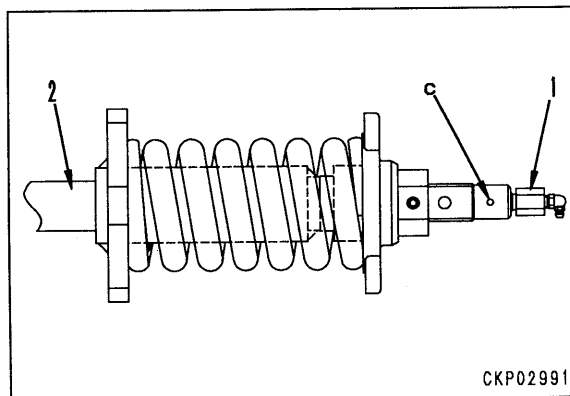


- ★ After assembling the recoil spring, check that the out-of-parallel between surface **a** of cylinder (7) and surface **b** of stopper (5) is less than 0.5 mm.



3. Piston

- 1) Tighten plug (1) temporarily.
 - ★ Grease will come out from grease hole **c**, so tighten completely, then turn back approx. 2 turns.
- 2) Add approx. 120 cc of grease (G2-LI) inside cylinder.
- 3) Assemble cylinder (2) and push in until grease comes out from grease hole **c**.
- 4) When grease comes out, tighten valve (1).
 - ★ After tightening the valve, check that the grease fitting is facing the outside of the chassis.

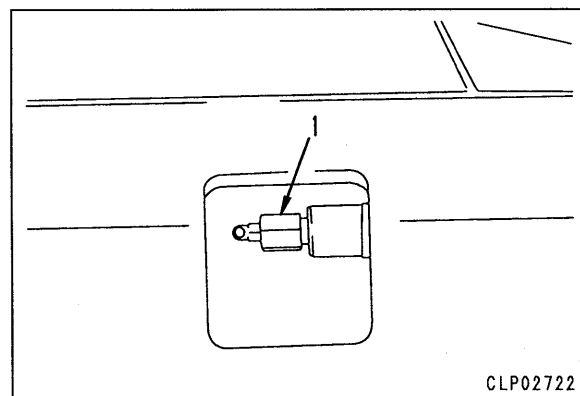


REMOVAL OF TRACK ROLLER ASSEMBLY

1. Loosen valve (1) to relieve track shoe tension.

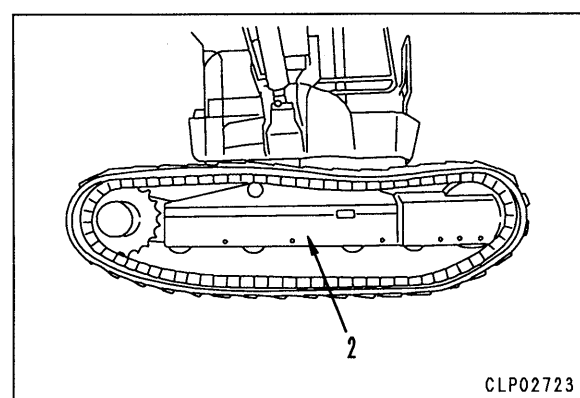
⚠ The recoil spring cylinder is under extremely high pressure. Never loosen the valve more than one turn.
If the grease does not come out easily, move the machine backwards and forwards.

※ 1



CLP02722

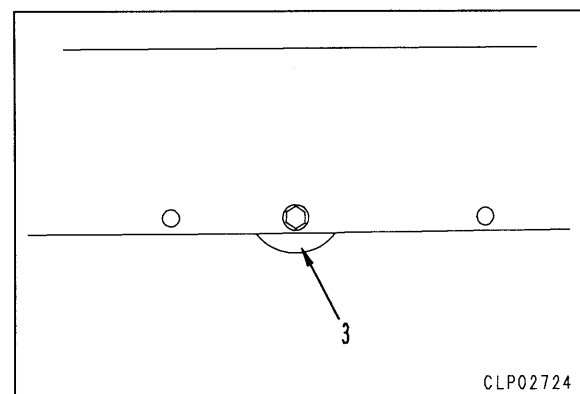
2. Swing upper structure 90°, then use work equipment to raise track frame (2).
★ Raise the blade before raising the track frame.



CLP02723

3. Remove track roller assembly (3).

※ 2



CLP02724

INSTALLATION OF TRACK ROLLER ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

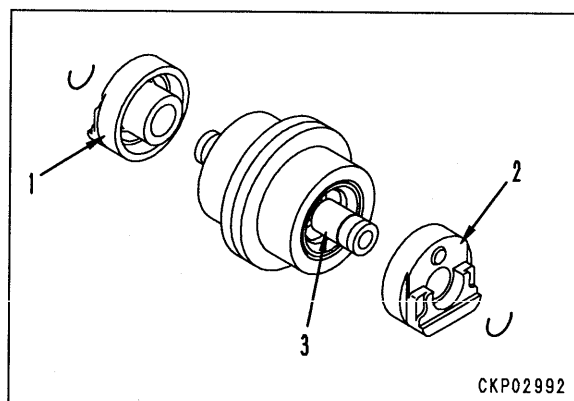
- ★ Adjust the track shoe tension. For details, see TESTING AND ADJUSTING, Testing and adjusting track shoe tension.

※ 2

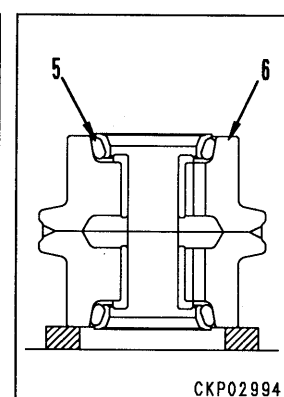
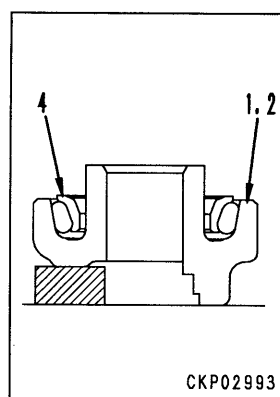
- Track roller assembly mounting bolt :
Thread tightener (LT-2)

DISASSEMBLY OF TRACK ROLLER ASSEMBLY

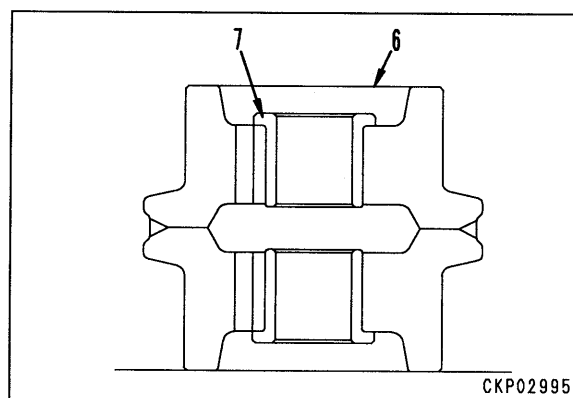
1. Remove snap ring, then remove collars (1) and (2).
2. Remove shaft (3).



3. Remove floating seal (4) from collars (1) and (2).
4. Remove 2 floating seals (5) from roller (6).



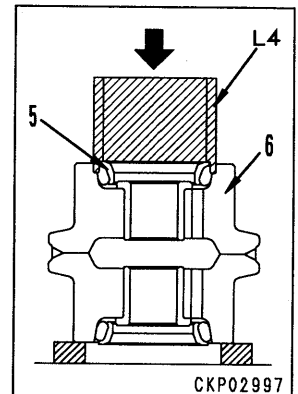
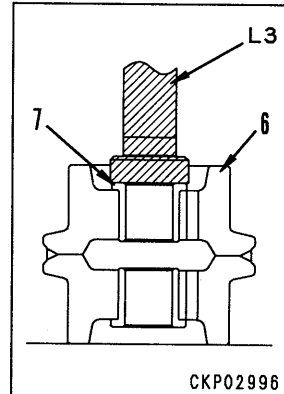
5. Remove 2 bushings (7) from roller (6).



ASSEMBLY OF TRACK ROLLER ASSEMBLY

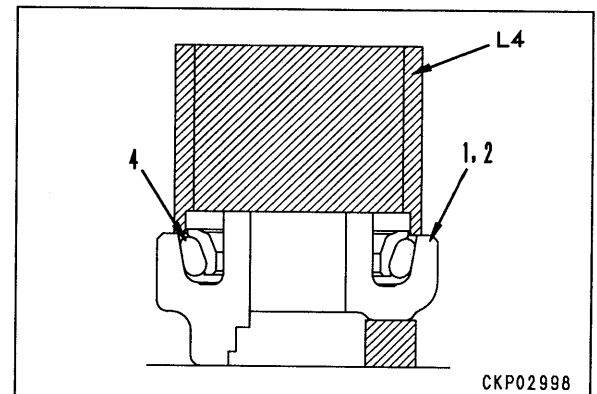
1. Using tool **L3**, press fit 2 bushings (7) to roller (6).
2. Using tool **L4**, install 2 floating seals (5) to roller (6).

- ★ Wash and remove all grease and oil from the O-ring and O-ring contact surface, then dry the parts.
- ★ Coat the sliding surface of the floating seal with engine oil (EO30-CD), and be careful not to let any dirt or dust get stuck to it.



3. Using tool **L4**, install floating seals (4) to collars (1) and (2).

- ★ Wash and remove all grease and oil from the O-ring and O-ring contact surface, then dry the parts.
- ★ Coat the sliding surface of the floating seal with engine oil (EO30-CD), and be careful not to let any dirt or dust get stuck to it.

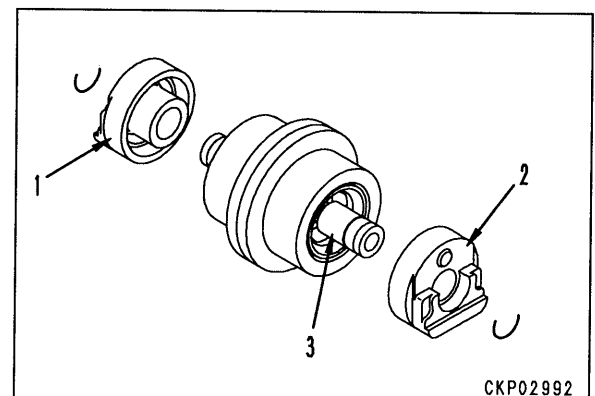


4. Fit O-ring and install shaft (3) to roller.
5. Fit collar (2) and secure with snap ring.
6. Fill inside of roller with engine oil.



Inside of roller : **Approx. 40 cc (EO30-CD)**

7. Fit collar (1) and secure with snap ring.

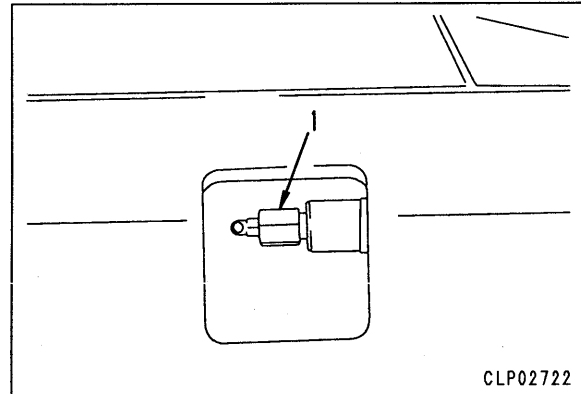


REMOVAL OF CARRIER ROLLER ASSEMBLY

1. Loosen valve (1) to relieve track shoe tension.

※ 1

! The recoil spring cylinder is under extremely high pressure. Never loosen the valve more than one turn.
If the grease does not come out easily, move the machine backwards and forwards.

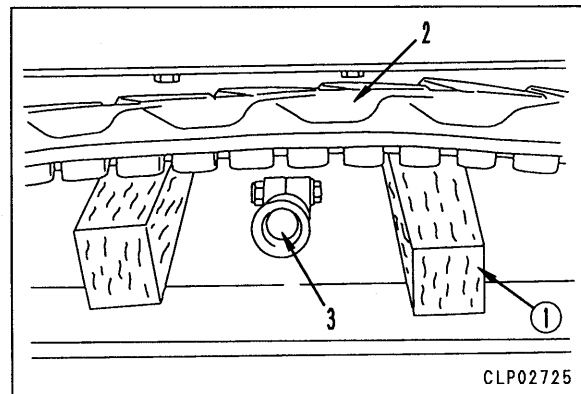


CLP02722

2. Push up track (2) to a height where carrier roller can be removed, then set block ① in position.

3. Remove carrier roller assembly (3).

※ 2



CLP02725


INSTALLATION OF CARRIER ROLLER ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

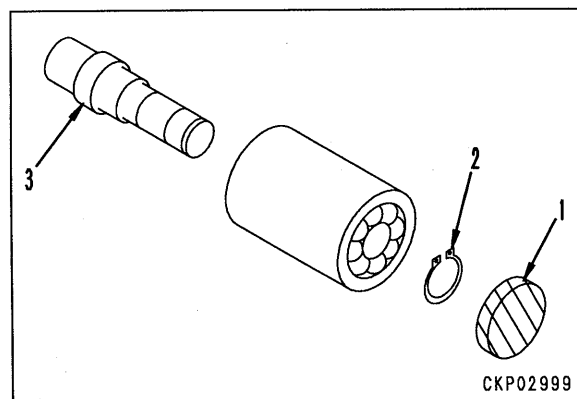
- ★ Adjust the track shoe tension. For details, see TESTING AND ADJUSTING, Testing and adjusting track shoe tension.

※ 2

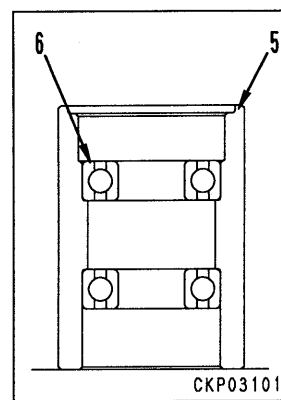
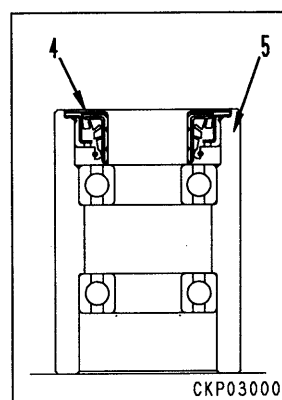
-  Carrier roller assembly mounting bolt :
Thread tightener (LT-2)

DISASSEMBLY OF CARRIER ROLLER ASSEMBLY

1. Remove cap (1).
2. Using snap ring pliers, remove snap ring (2).
3. Remove shaft (3).



4. Remove dust seal (4) from roller (5).
5. Remove 2 ball bearings (6) from roller (5).



ASSEMBLY OF CARRIER ROLLER ASSEMBLY

1. Using tool L5, press fit 2 ball bearings (6) to roller (5).

 Fill the ball portion of the bearing with grease (Albania EP-2 or equivalent)

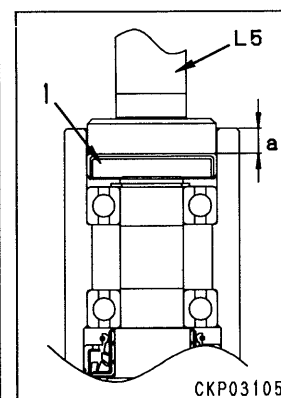
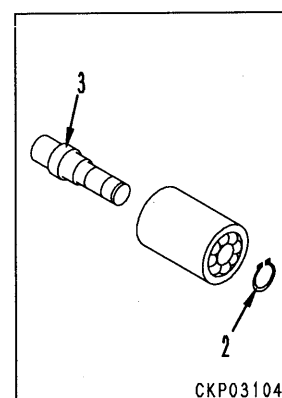
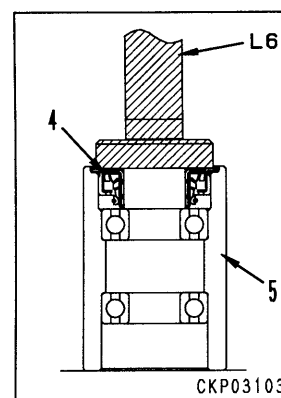
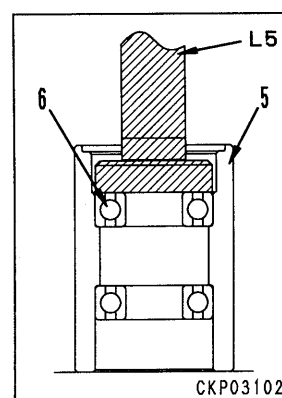
2. Using tool L6, press fit dust seal (4) to roller (5).

3. Fill inside of roller with grease.



Inside of roller : **Approx. 30 cc (Albania EP-2 or equivalent)**

4. Install shaft (3) to roller.
5. Using snap ring pliers, install snap ring (2).
★ Install the snap ring so that the edge on the inside faces the tip of the shaft.
6. Using tool L5, press fit cap (1).
★ Cap press-fitting depth a : 10 mm



REMOVAL OF RUBBER SHOE ASSEMBLY

1. Loosen valve (1) to relieve track shoe tension.

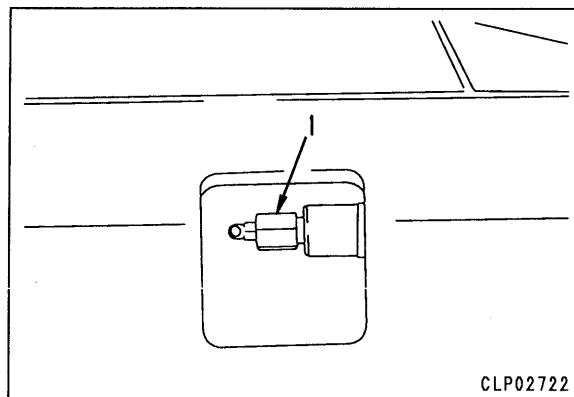
※ 1

⚠ The recoil spring cylinder is under extremely high pressure. Never loosen the valve more than one turn.

If the grease does not come out easily, move the machine backwards and forwards.

2. Swing upper structure 90°, then use work equipment to raise track frame (2) slightly.

★ Raise the blade before raising the track frame.



CLP02722

3. Using pipes ①, remove rubber shoe assembly (3).

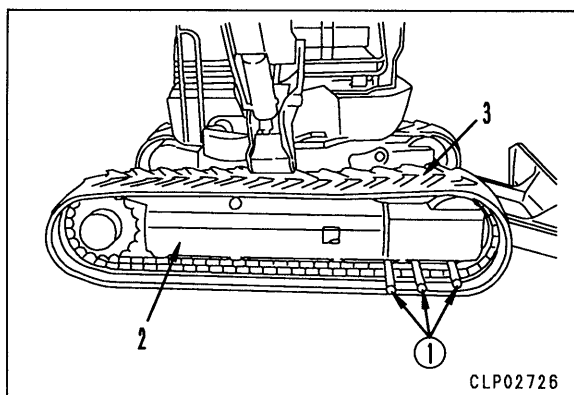
★ Fit the pipes inside the rubber shoe assembly, rotate the rubber shoe assembly in reverse to raise the rubber shoes from the idler, then slide to the outside to remove the rubber shoe assembly.



Rubber shoe assembly :

130 kg (PC30R, 35R)

230 kg (PC40R, 45R)



CLP02726

INSTALLATION OF RUBBER SHOE ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

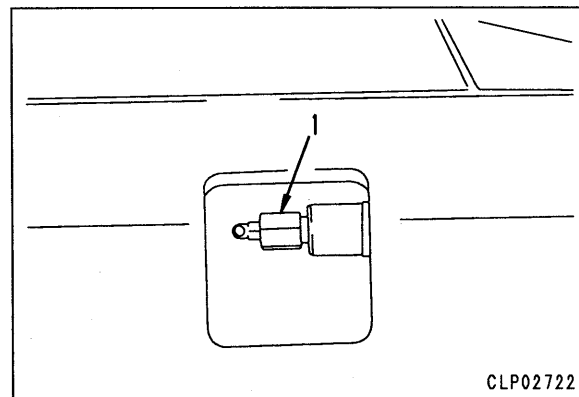
★ Adjust the track shoe tension. For details, see TESTING AND ADJUSTING, Testing and adjusting track shoe tension.

REMOVAL OF STEEL SHOE ASSEMBLY (PC30R, 35R)

1. Loosen valve (1) to relieve track shoe tension.

※ 1

! The recoil spring cylinder is under extremely high pressure. Never loosen the valve more than one turn.
If the grease does not come out easily, move the machine backwards and forwards.



CLP02722

2. Move position of master pin towards front of machine, then set block ① to track shoe.

★ Move the machine backwards or forwards so that the master pin is at the top of the idler.

3. Bend back lock pin (2) on one side and remove it.

※ 2

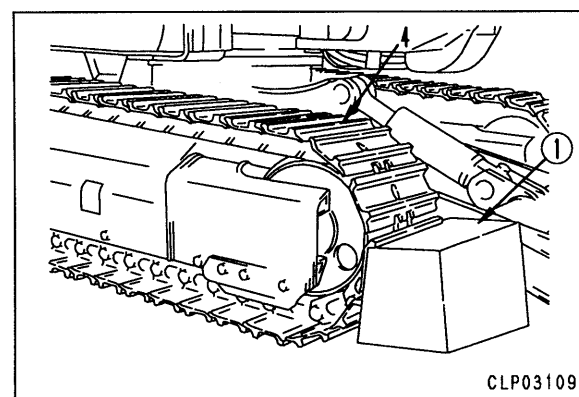
4. Remove master pin (3).

5. Remove steel shoe assembly (4).

! Start the engine and move the machine slowly in reverse to lay out the steel shoe assembly.



Steel shoe assembly : 170 kg



CLP03109

INSTALLATION OF STEEL SHOE ASSEMBLY (PC30R,35R)

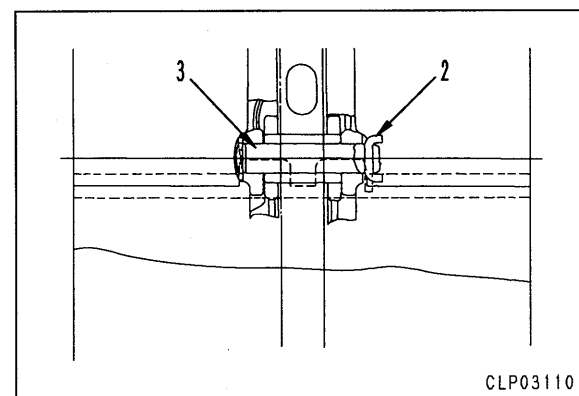
- Carry out installation in the reverse order to removal.

※ 1

★ Adjust the track shoe tension. For details, see TESTING AND ADJUSTING, Testing and adjusting track shoe tension.

※ 2

★ Bend the lock pin after installing.



CLP03110

REMOVAL OF STEEL SHOE ASSEMBLY (PC40R, 45R)

1. Loosen valve (1) to relieve track shoe tension.

※ 1

! The recoil spring cylinder is under extremely high pressure. Never loosen the valve more than one turn.
If the grease does not come out easily, move the machine backwards and forwards.

2. Move position of master pin towards front of machine, then set block ① to track shoe.
★ Move the machine backwards or forwards so that the master pin is at the top of the idler.

3. Using tool R, remove master pin (2).

※ 2

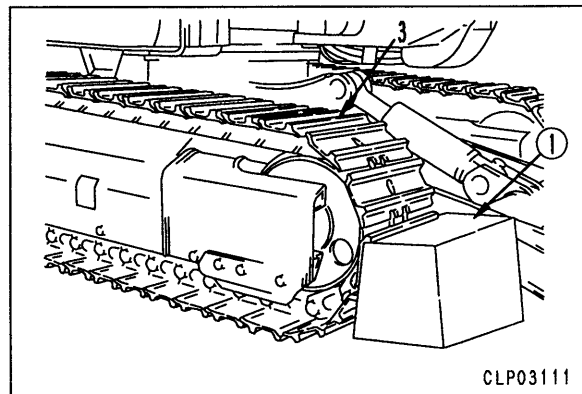
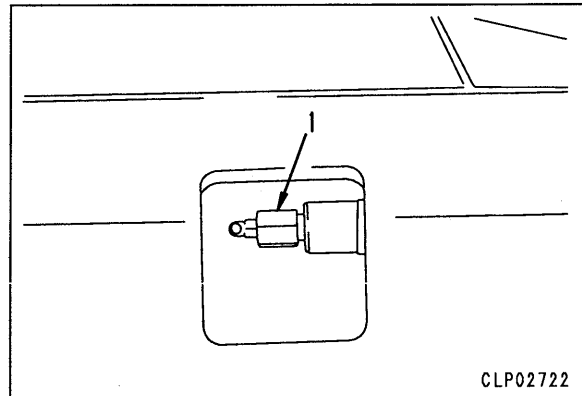
4. Remove tool R.

5. Remove steel shoe assembly (3).

! Start the engine and move the machine slowly in reverse to lay out the steel shoe assembly.



Steel shoe assembly : 270 kg (PC40R)
300 kg (PC45R)



INSTALLATION OF STEEL SHOE ASSEMBLY (PC40R, 45R)

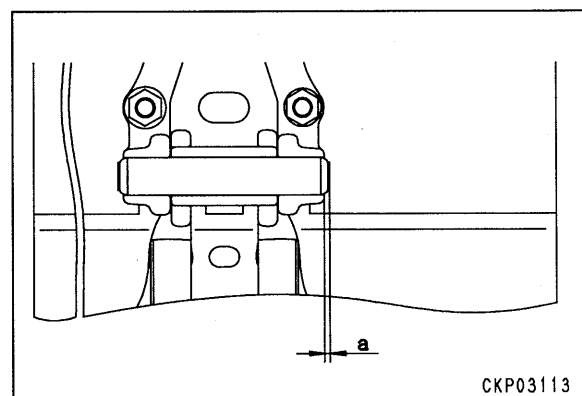
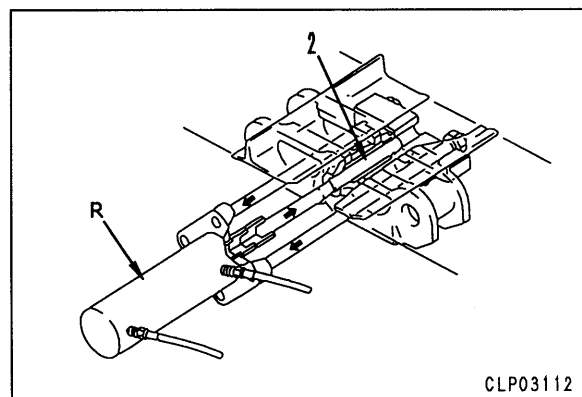
- Carry out installation in the reverse order to removal.

※ 1

- ★ Adjust the track shoe tension. For details, see TESTING AND ADJUSTING, Testing and adjusting track shoe tension.

※ 2


- ★ Use tool R and press fit so that protrusion a of the master pin is uniform on the left and right.
 - Protrusion a of master pin (left and right): 3.25 mm



REMOVAL OF HYDRAULIC TANK ASSEMBLY


- ⚠** Release the remaining pressure in the hydraulic tank. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic tank.

1. Drain hydraulic oil.

 Hydraulic tank : **Approx. 33 ℓ**

2. Remove engine hood (1).

3. Lift off left protector (2).

 Left protector : **40 kg**

4. Remove left cover (3).

★ On the operator's cab specification machine, to prevent damage to the left cover, raise the cab slightly or put a thin cloth between the cab and left cover when removing.

5. Disconnect 3 top hoses (4).


★ Disconnect the hose clamps also.

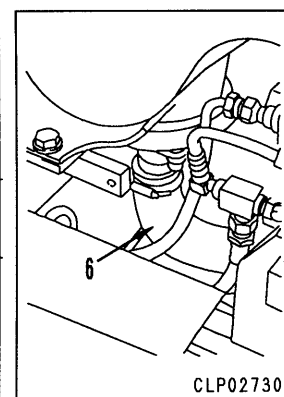
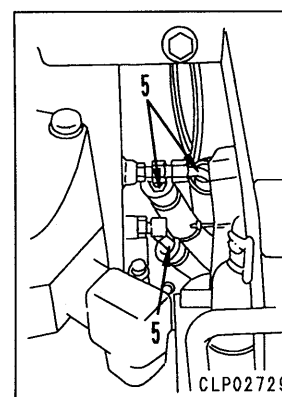
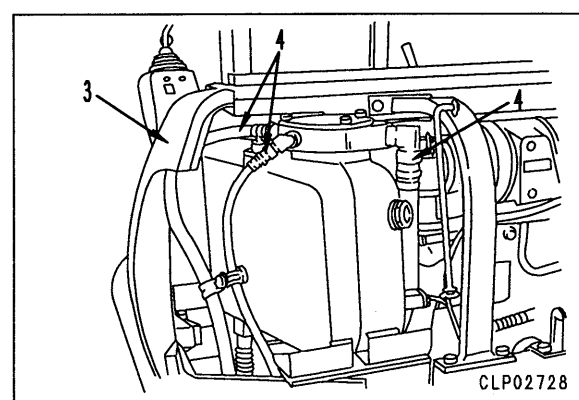
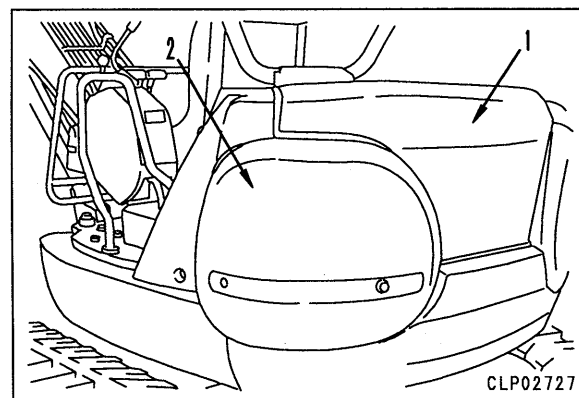
6. Disconnect 3 hoses (5) at right side.

7. Disconnect bottom hose (6).

※ 1

8. Lift off hydraulic tank assembly (7).


 Hydraulic tank assembly : **35 kg**



INSTALLATION OF HYDRAULIC TANK ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

 Bottom hose clamp :
 $5.9 \pm 0.49 \text{ Nm } \{60 \pm 5 \text{ kgcm}\}$

- **Refilling with oil (hydraulic tank)**

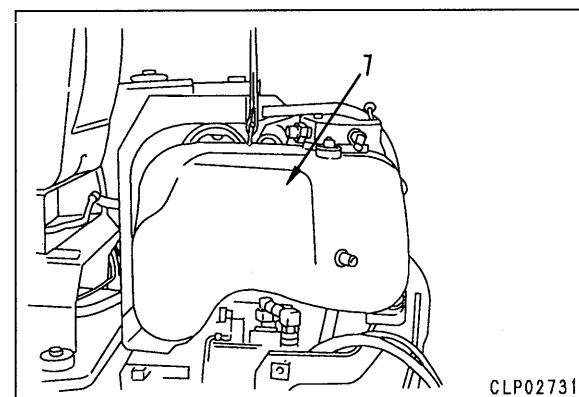
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.



Hydraulic tank : **Approx. 33 ℓ (EO10W-CD)**

- **Bleeding air**

Bleed the air from the hydraulic circuit. For details, see TESTING AND ADJUSTING, Bleeding air.



REMOVAL OF HYDRAULIC COOLER ASSEMBLY

- ⚠** Release the remaining pressure in the hydraulic tank. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic tank.

1. Drain hydraulic oil.



Hydraulic tank : **Approx. 33 ℓ**

2. Remove engine hood (1).

3. Lift off right protector (2).



Right protector : **40 kg**

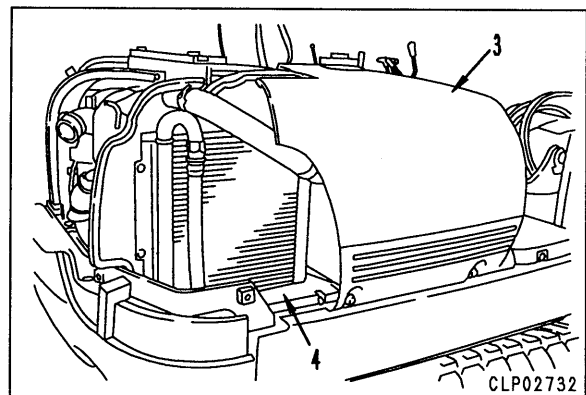
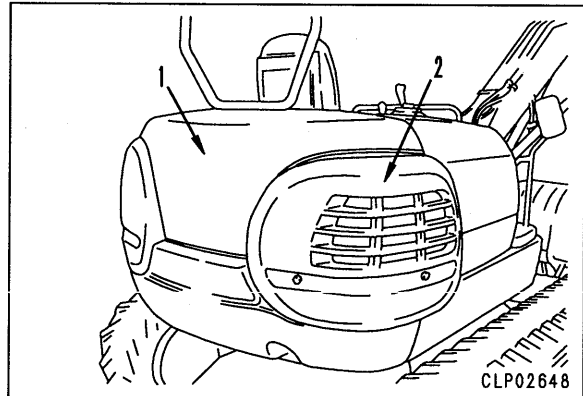
4. Remove right cover (3).

★ Remove the inspection cover at the top of the radiator also.

5. Remove adiabatic cover (4).

6. Disconnect inlet hose (5) and outlet hose (6).

7. Remove hydraulic cooler assembly (7).



INSTALLATION OF HYDRAULIC COOLER ASSEMBLY

- Carry out installation in the reverse order to removal.

- Refilling with oil (hydraulic tank)**

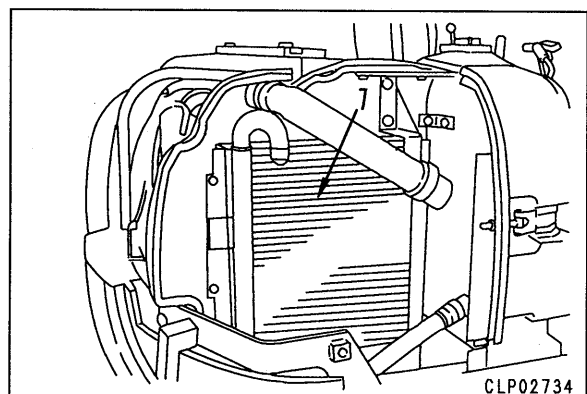
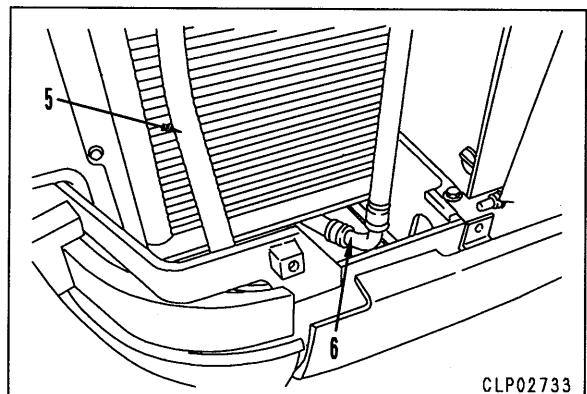
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.



Hydraulic tank : **Approx. 33 ℓ (EO10W-CD)**

- Bleeding air**

Bleed the air from the hydraulic circuit. For details, see TESTING AND ADJUSTING, Bleeding air.



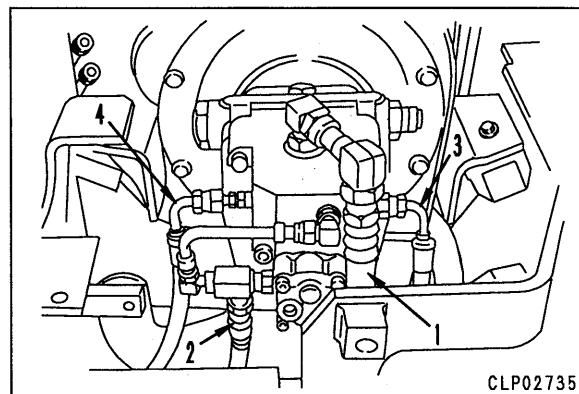
REMOVAL OF HYDRAULIC PUMP ASSEMBLY

1. Remove hydraulic tank assembly. For details, see REMOVAL OF HYDRAULIC TANK ASSEMBLY.
2. Disconnect outlet hoses (1) and (2).
3. Disconnect pilot hoses (3) and (4).
4. Using eyebolt ①, lift off hydraulic pump assembly (5).



Hydraulic pump assembly : 30 kg

※ 1



INSTALLATION OF HYDRAULIC PUMP ASSEMBLY

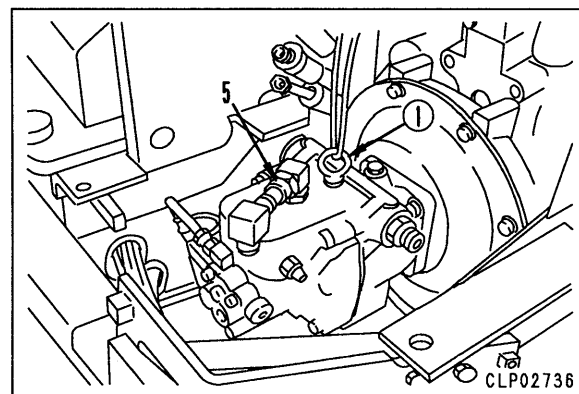
- Carry out installation in the reverse order to removal.

※ 1



Shaft spline portion :

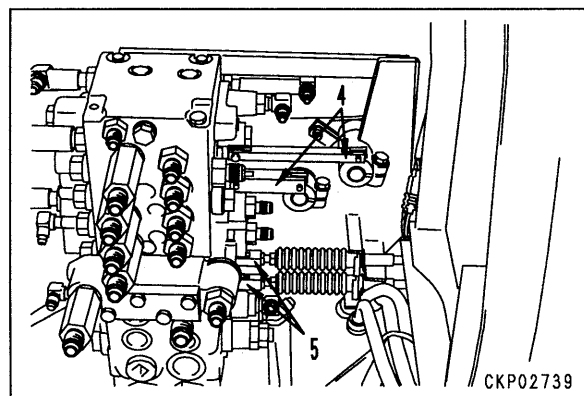
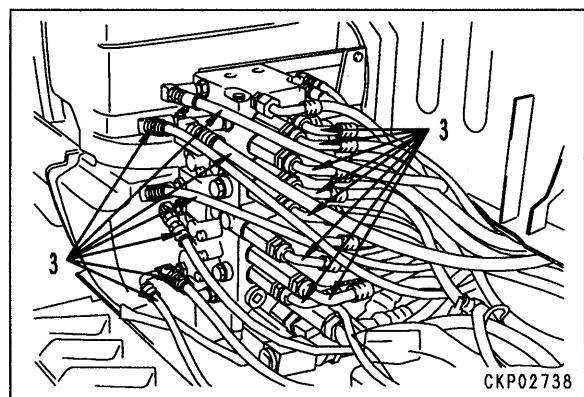
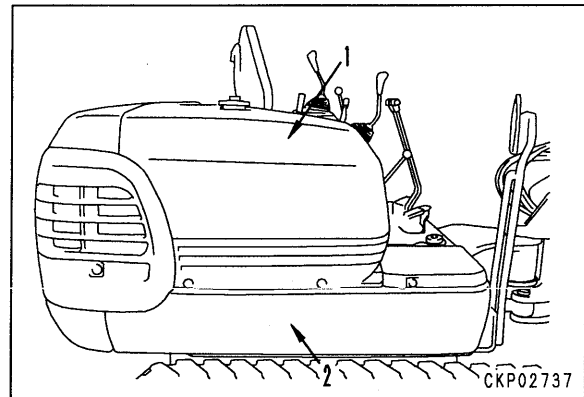
Molybdenum disulphide grease (LM-P)



REMOVAL OF CONTROL VALVE ASSEMBLY

- ⚠** Release the remaining pressure in the hydraulic circuit and hydraulic tank. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic circuit and Releasing remaining pressure in hydraulic tank.

1. Remove right cover (1).
★ Remove the inspection cover of the top of the radiator also.
2. Remove right side cover (2).
3. Disconnect left and right pilot hoses and main hoses (3). ※ 1
★ It may be necessary to remove some of the nipples in order to remove all the main hoses at the front of the control valve.
★ After disconnecting the hoses and removing the nipples, fit tags to distinguish them.
4. Disconnect control linkage yokes (4) at 2 places and control cable yokes (5) at 2 places. ※ 2



5. Using 2 eyebolts ①, lift off control valve assembly (6).




Control valve assembly : 40 kg

INSTALLATION OF CONTROL VALVE ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

 kgm O-ring boss type nipple:

Nm {kgm}

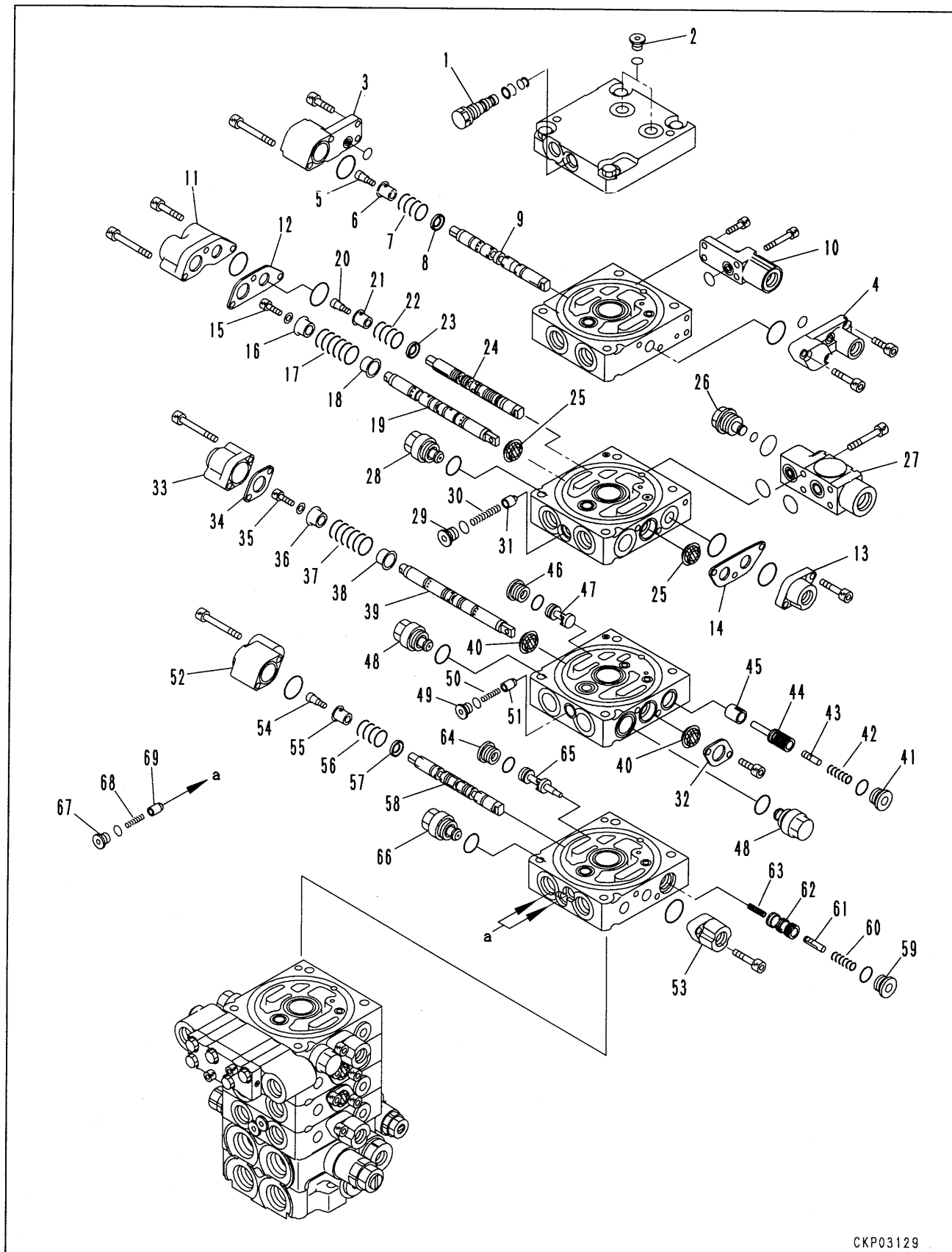
Thread size	Tightening torque
14 × 1.5	34.3 ± 4.9 {3.5 ± 0.5}
18 × 1.5	93.1 ^{+9.8} _{-14.7} { 9.5 ⁺¹ _{-1.5} }
20 × 1.5	93.1 ^{+9.8} _{-14.7} { 9.5 ⁺¹ _{-1.5} }
24 × 1.5	142.1 ^{+9.8} _{-14.7} {14.5 ⁺² _{-2.5} }

※ 2

- ★ Adjust the blade control lever, travel control lever, and swing control pedal. For details, see TESTING AND ADJUSTING, Adjusting control lever and pedal.
- **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.
- **Bleeding air**
Bleed the air from the hydraulic circuit. For details, see TESTING AND ADJUSTING, Bleeding air.

DISASSEMBLY OF CONTROL VALVE ASSEMBLY

CONTROL VALVE TOP (1/2)



CKP03129

- ★ Do not remove the long connecting bolt at the bottom of the control valve.
Remove the short connecting bolt at the top of the control valve when adding a service valve.
- ★ The spools and pressure compensation valves (both the flow control valves and reducing valves) are not interchangeable between blocks, so be sure to mark them when disassembling.
- ★ Do not remove the plug at the end of the spool.
- ★ The pressure of the central safety valve cannot be set when it is mounted on the machine, so do not disassemble it.

1. Top cover

- 1) Remove plug (1).
 - ★ In some cases there is pressure remaining in the central safety valve circuit, so loosen the plug slowly.
 - ★ Remove the O-ring and backup ring.

- 2) Remove 2 plugs (2).

2. Swing control valve

- 1) Remove cases (3) and (4).
- 2) Remove bolt (5).
 - ★ Loosen the bolt with the spool still assembled inside the valve.
- 3) Remove retainer (6), spring (7), and retainer (8).
- 4) Remove spool (9).
- 5) Remove block (10).

3. Blade & breaker control valve

- 1) Remove case (11) and plate (12).
- 2) Remove case (13) and plate (14).
- 3) Remove bolt (15).
 - ★ Loosen the bolt with the spool still assembled inside the valve.
- 4) Remove retainer (16), spring (17), and retainer (18).
- 5) Remove spool (19).

- 6) Remove bolt (20).

- ★ Loosen the bolt with the spool still assembled inside the valve.

- 7) Remove retainer (21), spring (22), and retainer (23).

- 8) Remove spool (24).

- 9) Remove 2 seals (25).

- 10) Remove plug (26).

- 11) Remove block (27).

- 12) Remove suction valve assembly (28).

- 13) Remove plug (29), then remove spring (30) and plug (31).

4. Boom swing control valve

- 1) Remove plate (32).

- 2) Remove case (33) and plate (34).

- 3) Remove bolt (35).

- ★ Loosen the bolt with the spool still assembled inside the valve.

- 4) Remove retainer (36), spring (37), and retainer (38).

- 5) Remove spool (39).

- 6) Remove 2 seals (40).

- 7) Remove plug (41), then remove spring (42), piston (43), valve (44), and spacer (45).

- 8) Remove plug (46), then remove valve (47).

- 9) Remove 2 suction valve assemblies (48).

- 10) Remove plug (49), then remove spring (50) and valve (51).

5. Bucket control valve

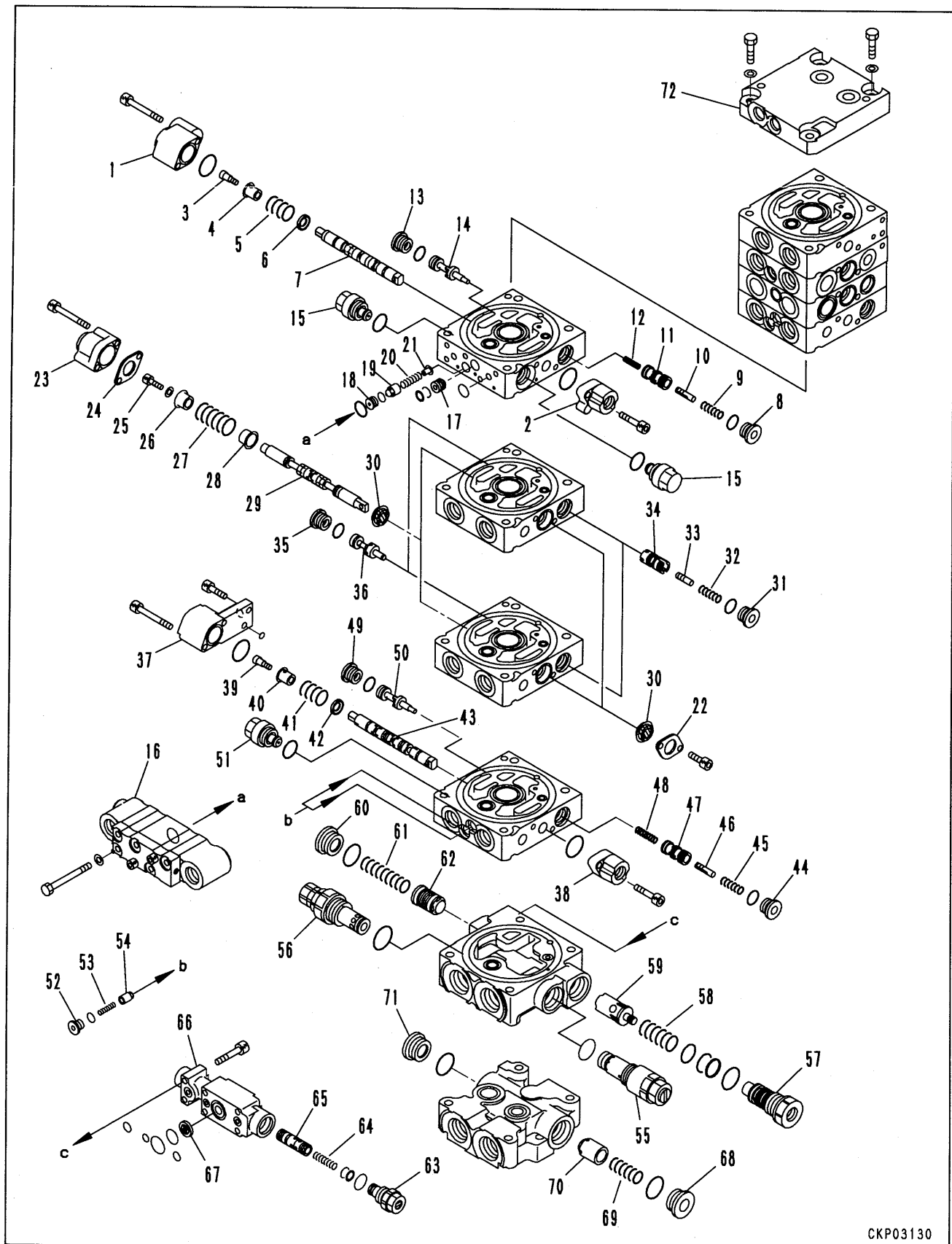
- 1) Remove cases (52) and (53).

- 2) Remove bolt (54).

- ★ Loosen the bolt with the spool still assembled inside the valve.

- 3) Remove retainer (55), spring (56), and retainer (57).
- 4) Remove spool (58).
- 5) Remove plug (59), then remove spring (60), piston (61), valve (62), and spring (63).
- 6) Remove plug (64), then remove valve (65).
- 7) Remove suction valve assembly (66).
- 8) Remove plug (67), then remove spring (68) and valve (69).
 - ★ Remove 2 sets.

(2/2)



CKP03130

6. Boom control valve

- 1) Remove cases (1) and (2).
- 2) Remove bolt (3).
 - ★ Loosen the bolt with the spool still assembled inside the valve.
- 3) Remove retainer (4), spring (5), and retainer (6).
- 4) Remove spool (7).
- 5) Remove plug (8), then remove spring (9), piston (10), valve (11), and spring (12).
- 6) Remove plug (13), then remove valve (14).
- 7) Remove 2 suction valve assemblies (15).
- 8) Remove boom lock valve assembly (16).
- 9) Remove plug (17).
 - ★ Remove the O-ring and backup ring.
- 10) Remove seat (18), valve (19), spring (20), and retainer (21).

7. R.H. travel control valve & L.H. travel control valve

- ★ Disassemble the L.H. and R.H. travel control valves in the same way.

- 1) Remove plate (22).
- 2) Remove case (23) and plate (24).
- 3) Remove bolt (25).
 - ★ Loosen the bolt with the spool still assembled inside the valve.
- 4) Remove retainer (26), spring (27), and retainer (28).
- 5) Remove spool (29).
- 6) Remove 2 seals (30).
- 7) Remove plug (31), then remove spring (32), piston (33), and valve (34).
- 8) Remove plug (35), then remove valve (36).

8. Arm control valve

- 1) Remove cases (37) and (38).
- 2) Remove bolt (39).
 - ★ Loosen the bolt with the spool still assembled inside the valve.
- 3) Remove retainer (40), spring (41), and retainer (42).
- 4) Remove spool (43).
- 5) Remove plug (44), then remove spring (45), piston (46), valve (47), and spring (48).
- 6) Remove plug (49), then remove valve (50).
- 7) Remove suction valve assembly (51).
- 8) Remove plug (52), then remove spring (53) and valve (54).
 - ★ Remove 2 sets.

9. Main relief valve

- Remove main relief valve assembly (55).
★ For details of further disassembly, see Disassembly of main relief valve assembly.

10. Central safety valve

- Remove central safety valve assembly (56).
★ Remove the O-ring and backup ring.

11. Unload valve

- Remove plug (57), then remove spring (58) and spool (59).
★ Remove O-ring and backup ring.

12. Self pressure reducing valve

- 1) Remove plug (60), then remove spring (61) and valve (62).
- 2) Remove pilot relief valve assembly (63).
 - ★ For details of further disassembly, see Disassembly of pilot relief valve assembly.
- 3) Remove spring (64) and spool (65).
- 4) Remove block (66), then remove filter (67).

13. Cooler check valve

- 1) Remove plug (68), then remove spring (69) and valve (70).
- 2) Remove plug (71).

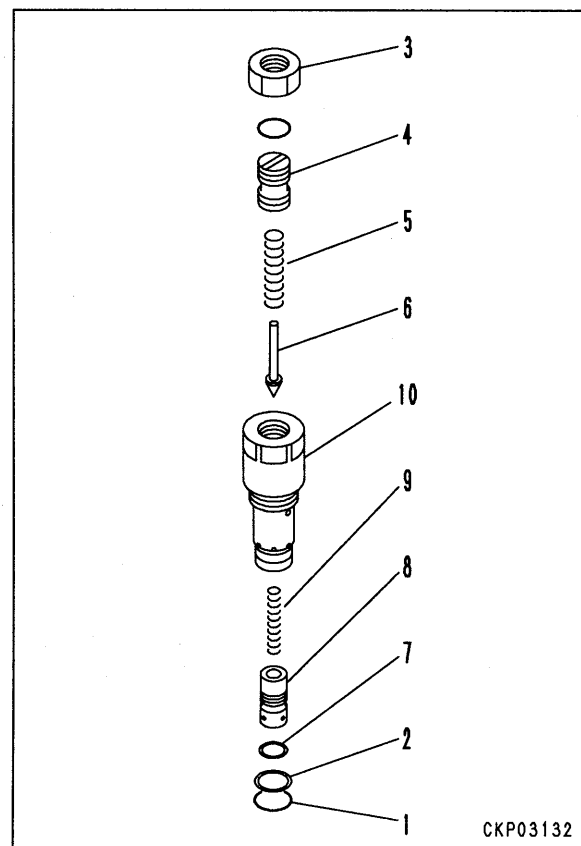
14. Top cover

- ★ When adding a service valve, remove cover (72).

**DISASSEMBLY OF MAIN RELIEF VALVE
ASSEMBLY**

★ When the adjustment screw is loosened, the set pressure will change, so before disassembling, measure the protrusion from the nut of the adjustment screw.

1. Remove O-ring (1) and backup ring (2).
2. Remove nut (3).
3. Remove screw (4), then remove spring (5) and poppet (6).
4. Remove ring (7), then remove valve (8) and spring (9).

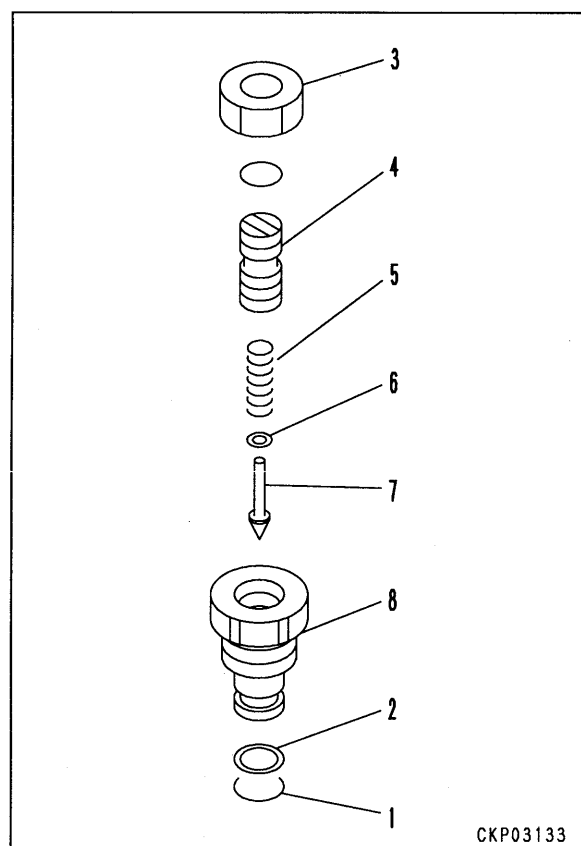


CKP03132

**DISASSEMBLY OF PILOT RELIEF VALVE
ASSEMBLY**

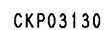
★ When the adjustment screw is loosened, the set pressure will change, so before disassembling, measure the depth from the nut of the adjustment screw.

1. Remove O-ring (1) and backup ring (2).
2. Remove nut (3).
3. Remove screw (4), then remove spring (5), washer (6), and poppet (7).



CKP03133

CONTROL VALVE BOTTOM (1/2)




- ★ The spools and pressure compensation valves (both the flow control valves and reducing valves) are not interchangeable between blocks, so align the marks made during disassembly when assembling.

1. Top cover


- ★ If the top cover was removed during disassembly, install it as follows.

Fit O-ring to block end and install cover (72).


 Mounting bolt :
 $31.85 \pm 2.45 \text{ Nm } \{3.25 \pm 0.25 \text{ kgm}\}$

2. Cooler check valve

- 1) Fit O-ring and install plug (71).


 Plug : $68.6 \pm 9.8 \text{ Nm } \{7 \pm 1 \text{ kgm}\}$

- 2) Assemble valve (70) and spring (69), then fit O-ring and install plug (68).

 Plug : $68.6 \pm 9.8 \text{ Nm } \{7 \pm 1 \text{ kgm}\}$

3. Self pressure reducing valve

- 1) Assemble filter (67) to block, then fit O-ring and install block (66).

 Mounting bolt :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$


- 2) Assemble spool (65) and spring (64).

- 3) Fit O-ring and install pilot relief valve assembly (63).

 Pilot relief valve assembly :
 $66.15 \pm 7.35 \text{ Nm } \{6.75 \pm 0.75 \text{ kgm}\}$


- ★ For details of assembly, see Assembly of pilot relief valve assembly.

- 4) Assemble valve (62) and spring (61), then fit O-ring and install plug (60).

 Plug : $127.4 \pm 9.8 \text{ Nm } \{13 \pm 1 \text{ kgm}\}$


4. Unload valve

Assemble spool (59) and spring (59), then fit O-ring and backup ring, and install plug (57).

 Plug : $127.4 \pm 9.8 \text{ Nm } \{13 \pm 1 \text{ kgm}\}$


5. Central safety valve

Fit O-ring and backup ring, then install central safety valve assembly (56).

 Central safety valve assembly :
 $147 \pm 10 \text{ Nm } \{15 \pm 1 \text{ kgm}\}$

6. Main relief valve

Fit O-ring and install main relief valve assembly (55).

 Main relief valve assembly :
 $53.9 \pm 4.9 \text{ Nm } \{5.5 \pm 0.5 \text{ kgm}\}$

- ★ For details of assembly, see Assembly of main relief valve assembly.


7. Arm control valve

- 1) Assemble valve (54) and spring (53), then fit O-ring and install plug (52).

 Plug :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

- ★ Install 2 sets.

- 2) Install suction valve assembly (51).

 Suction valve assembly :
 $53.9 \pm 4.9 \text{ Nm } \{5.5 \pm 0.5 \text{ kgm}\}$

- 3) Assemble valve (50), then fit O-ring and install plug (49).

 Plug :
 $56.35 \pm 7.35 \text{ Nm } \{5.75 \pm 0.75 \text{ kgm}\}$

- 4) Assemble spring (48), valve (47), piston (46), and spring (45), then fit O-ring and install plug (44).

 Plug :
 $56.35 \pm 7.35 \text{ Nm } \{5.75 \pm 0.75 \text{ kgm}\}$

- 5) Assemble spool (43).

- ★ Be careful to assemble in the correct direction.

- 6) Assemble retainer (42), spring (41), and retainer (40) to spool, then install bolt (39).

- ★ Tighten the bolt with the spool assembled inside the valve.

 Bolt :
 $8.35 \pm 1.45 \text{ Nm } \{0.85 \pm 0.15 \text{ kgm}\}$

- 7) Fit O-rings and install cases (38) and (37).

 Mounting bolt :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

8. R.H. travel control valve & L.H. travel control valve

★ Assemble the L.H. and R.H. travel control valves in the same way.

- 1) Assemble valve (36), then fit O-ring and install plug (35).

 Plug :
 $56.35 \pm 7.35 \text{ Nm } \{5.75 \pm 0.75 \text{ kgm}\}$

- 2) Assemble valve (34), piston (33), and spring (32), then fit O-ring and install plug (31).

 Plug :
 $56.35 \pm 7.35 \text{ Nm } \{5.75 \pm 0.75 \text{ kgm}\}$

- 3) Press fit 2 seals (30).

- 4) Assemble spool (29).


★ Be careful to assemble in the correct direction.

- 5) Assemble retainer (28), spring (27), and retainer (26) to spool, then install bolt (25).


★ Tighten the bolt with the spool assembled inside the valve.

 Bolt :
 $8.35 \pm 1.45 \text{ Nm } \{0.85 \pm 0.15 \text{ kgm}\}$

- 6) Install plate (24) and case (23).

 Mounting bolt :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

- 7) Install plate (22).


 Mounting bolt :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

9. Boom control valve


- 1) Assemble retainer (21), spring (20), and valve (19), then fit O-ring and install seat (18).

- 2) Fit O-ring and backup ring, then install plug (17).

- 3) Fit O-ring and install boom lock valve assembly (16).

 Mounting bolt :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

- 4) Fit O-ring and install 2 suction valve assemblies (15).

 Suction valve assembly :
 $53.9 \pm 4.9 \text{ Nm } \{5.5 \pm 0.5 \text{ kgm}\}$

- 5) Assemble valve (14), then fit O-ring and install plug (13).

 Plug :
 $56.35 \pm 7.35 \text{ Nm } \{5.75 \pm 0.75 \text{ kgm}\}$

- 6) Assemble spring (12), valve (11), piston (10), and spring (9), then install plug (8).

 Plug :
 $56.35 \pm 7.35 \text{ Nm } \{5.75 \pm 0.75 \text{ kgm}\}$

- 7) Assemble spool (7).

★ Be careful to assemble in the correct direction.

- 8) Assemble retainer (6), spring (5), and retainer (4) to spool, then install bolt (3).

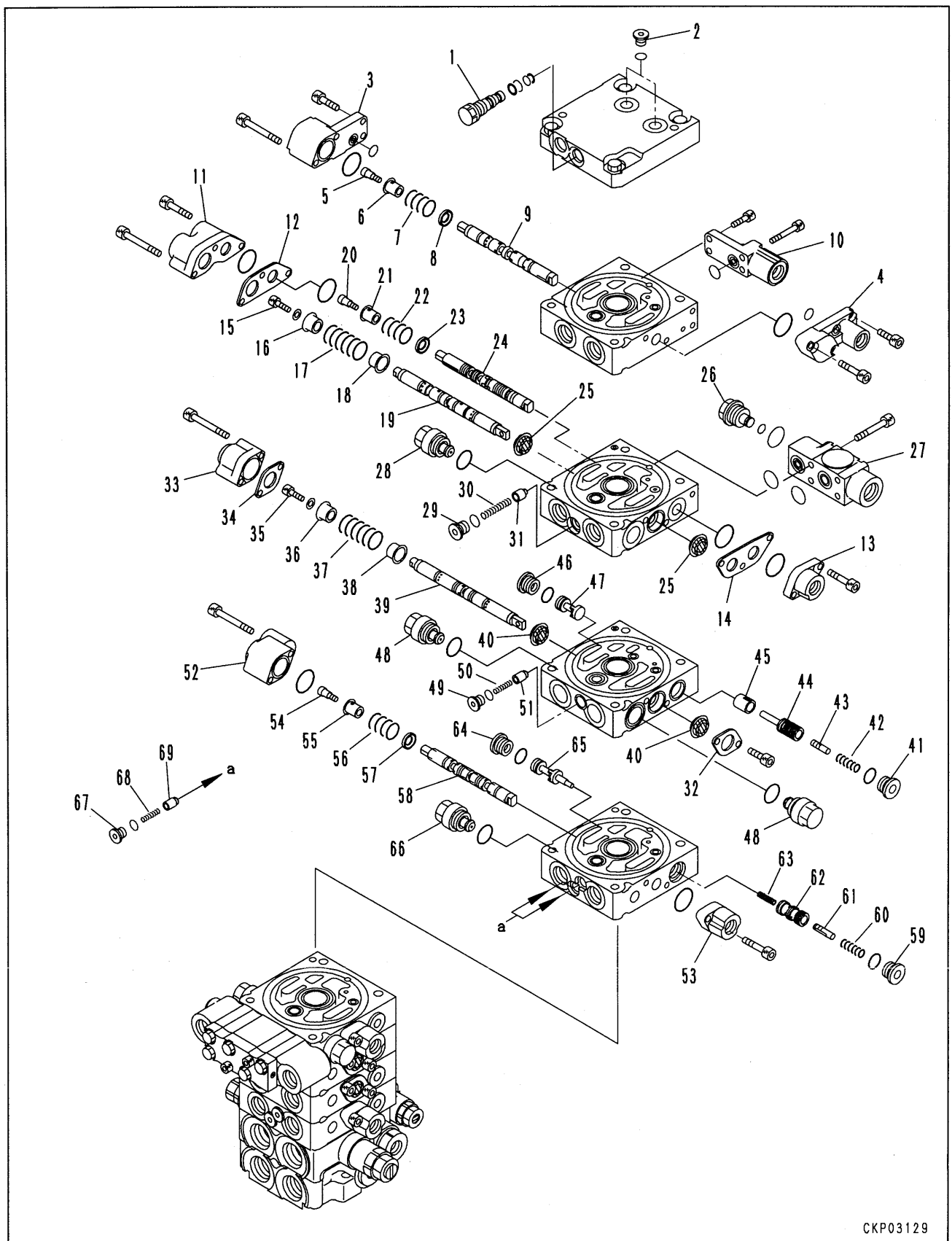
★ Tighten the bolt with the spool assembled inside the valve.

 Bolt :
 $8.35 \pm 1.45 \text{ Nm } \{0.85 \pm 0.15 \text{ kgm}\}$

- 9) Fit O-ring and install case (2) and plate (1).

 Mounting bolt :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

(2/2)



CKP03129


10. Bucket control valve

- 1) Assemble valve (69) and spring (68), then fit O-ring and install plug (67).

 Plug :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

★ Install 2 sets.

- 2) Fit O-ring and install suction valve assembly (66).

 Suction valve assembly :
 $53.9 \pm 4.9 \text{ Nm } \{5.5 \pm 0.5 \text{ kgm}\}$

- 3) Assemble valve (65), then fit O-ring and install plug (64).

 Plug :
 $56.35 \pm 7.35 \text{ Nm } \{5.75 \pm 0.75 \text{ kgm}\}$

- 4) Assemble spring (63), valve (62), piston (61), and spring (60), then install plug (59).

 Plug :
 $56.35 \pm 7.35 \text{ Nm } \{5.75 \pm 0.75 \text{ kgm}\}$

- 5) Assemble spool (58).


★ Be careful to assemble in the correct direction.

- 6) Assemble retainer (57), spring (56), and retainer (55) to spool, then install bolt (54).

★ Tighten the bolt with the spool assembled inside the valve.

 Bolt :
 $8.35 \pm 1.45 \text{ Nm } \{0.85 \pm 0.15 \text{ kgm}\}$

- 7) Fit O-rings and install cases (53) and (52).


 Mounting bolt :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

11. Boom swing control valve

- 1) Assemble valve (51) and spring (50), then fit O-ring and install plug (49).

 Plug :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

- 2) Fit O-rings and install 2 suction valve assemblies (48).

 Suction valve assembly :
 $53.9 \pm 4.9 \text{ Nm } \{5.5 \pm 0.5 \text{ kgm}\}$

- 3) Assemble valve (47), then fit O-ring and install plug (46).

 Plug :
 $56.35 \pm 7.35 \text{ Nm } \{5.75 \pm 0.75 \text{ kgm}\}$

- 4) Assemble spacer (45), valve (44), piston (43), and spring (42), then fit O-ring and install plug (41).

 Plug :
 $56.35 \pm 7.35 \text{ Nm } \{5.75 \pm 0.75 \text{ kgm}\}$

- 5) Press fit 2 seals (40).

- 6) Assemble spool (39).


★ Be careful to assemble in the correct direction.

- 7) Assemble retainer (38), spring (37), and retainer (36) to spool, then install bolt (35).

★ Tighten the bolt with the spool assembled inside the valve.

 Bolt :
 $8.35 \pm 1.45 \text{ Nm } \{0.85 \pm 0.15 \text{ kgm}\}$

- 8) Install plate (34) and case (33).

 Mounting bolt :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$


- 9) Install plate (32).

12. Blade & breaker control valve


- 1) Assemble valve (31) and spring (30), then fit O-ring and install plug (29).

 Plug :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$


- 2) Fit O-ring and install suction valve assembly (28).

 Suction valve assembly :
 $53.9 \pm 4.9 \text{ Nm } \{5.5 \pm 0.5 \text{ kgm}\}$

- 3) Fit O-ring and install block (27).

 Mounting bolt :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

- 4) Fit O-ring and install plug (26).

 Plug : $53.9 \pm 4.9 \text{ Nm } \{5.5 \pm 0.5 \text{ kgm}\}$

- 5) Press fit 2 seals (25).

- 6) Assemble spool (24).

★ Be careful to assemble in the correct direction.

- 7) Assemble retainer (23), spring (22), and retainer (21) to spool, then install bolt (20).
★ Tighten the bolt with the spool assembled inside the valve.

 Bolt :
 $8.35 \pm 1.45 \text{ Nm } \{0.85 \pm 0.15 \text{ kgm}\}$

- 8) Assemble spool (19).
★ Be careful to assemble in the correct direction.


- 9) Assemble retainer (18), spring (17), and retainer (16) to spool, then install bolt (15).
★ Tighten the bolt with the spool assembled inside the valve.

 Bolt :
 $8.35 \pm 1.45 \text{ Nm } \{0.85 \pm 0.15 \text{ kgm}\}$

- 10) Fit O-rings and install plate (14) and case (13).


 Mounting bolt :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

- 11) Fit O-rings and install plate (12) and case (11).

 Mounting bolt :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

13. Swing control valve

- 1) Install block (10).


 Mounting bolt :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

- 2) Assemble spool (9).
★ Be careful to assemble in the correct direction.

- 3) Assemble retainer (8), spring (7), and retainer (6) to spool, then install bolt (5).
★ Tighten the bolt with the spool assembled inside the valve.

 Bolt :
 $8.35 \pm 1.45 \text{ Nm } \{0.85 \pm 0.15 \text{ kgm}\}$


- 4) Fit O-rings and install cases (4) and (3).

 Mounting bolt :
 $11.25 \pm 1.45 \text{ Nm } \{1.15 \pm 0.15 \text{ kgm}\}$

14. Top cover


- 1) Fit O-rings and install 2 plugs (2).

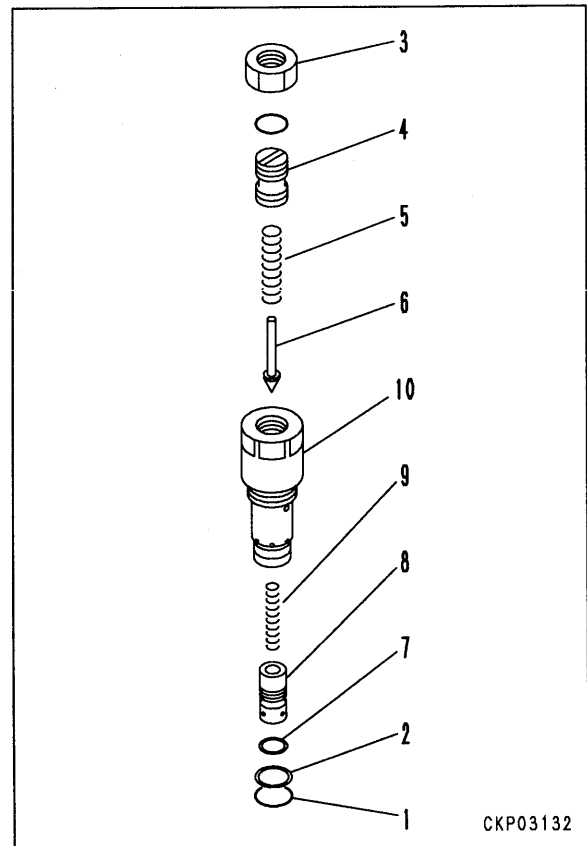
- 2) Fit O-ring and backup ring, then install plug (1).

 Plug : $39.2 \pm 4.9 \text{ Nm } \{4 \pm 0.5 \text{ kgm}\}$

ASSEMBLY OF MAIN RELIEF VALVE

- ★ To make the set pressure the same as before disassembly, set the protrusion from the nut of the adjustment screw to the dimension measured before disassembly.
After installing the control valve assembly to the machine, check the set pressure again. For details, see TESTING AND ADJUSTING.

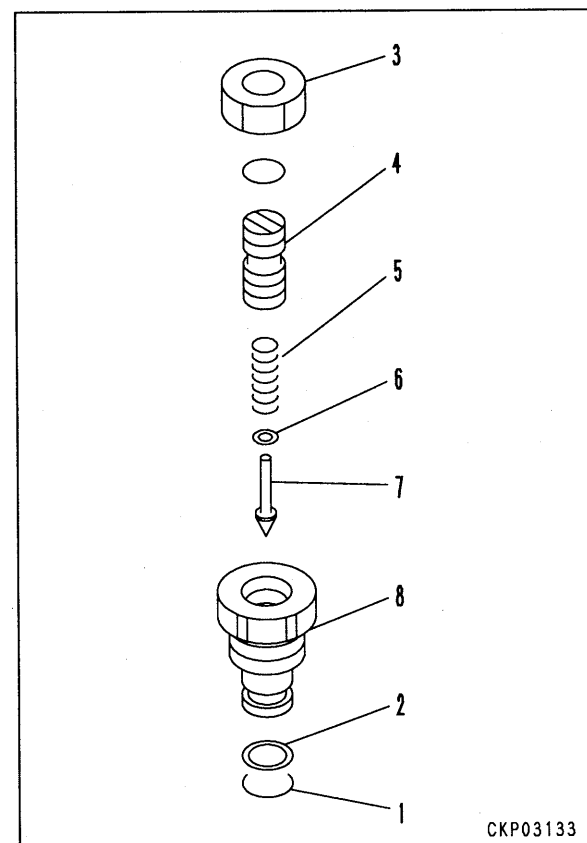
1. Assemble spring (9) and valve (8) to sleeve (10), then secure with ring (7).
 2. Assemble poppet (6) and spring (5), then fit O-ring and install screw (4).
 3. Install nut (3).
-  Nut : $68.7 \pm 9.8 \text{ Nm}$ { $7 \pm 1 \text{ kgm}$ }
4. Install O-ring (1) and backup ring (2).



ASSEMBLY OF PILOT RELIEF VALVE

- ★ To make the set pressure the same as before disassembly, set the depth from the nut of the adjustment screw to the dimension measured before disassembly.
After installing the control valve assembly to the machine, check the set pressure again. For details, see TESTING AND ADJUSTING.

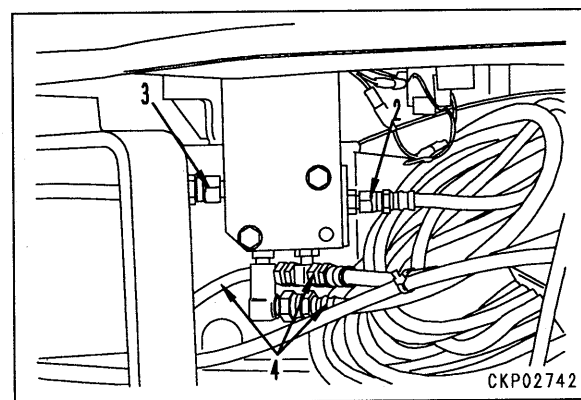
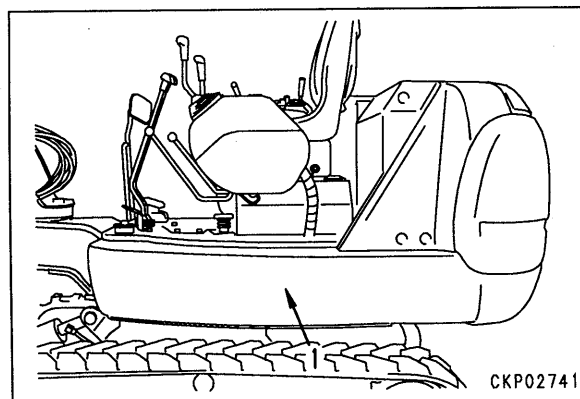
1. Assemble poppet (7), washer (6), and spring (5) to sleeve (8), then fit O-ring and install screw (4).
2. Install nut (3).
3. Install O-ring (1) and backup ring (2).



REMOVAL OF 2-SPOOL SOLENOID VALVE ASSEMBLY

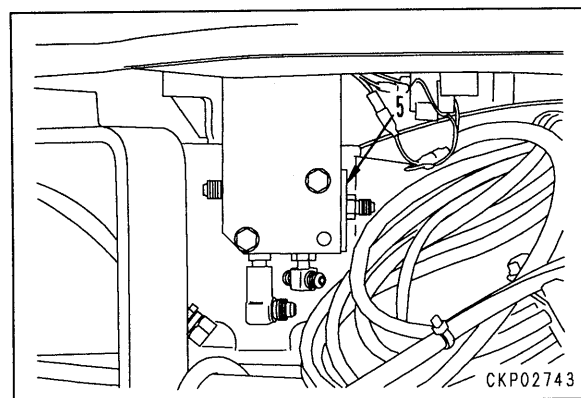
- ⚠** Release the remaining pressure in the hydraulic tank. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic tank.

1. Remove left side cover (1).
2. Disconnect inlet hose (2) and drain hose (3).
★ Fit blind plugs in the hoses.
3. Disconnect 3 outlet hoses (4).
4. Remove 2-spool solenoid valve assembly (5).



INSTALLATION OF 2-SPOOL SOLENOID VALVE ASSEMBLY

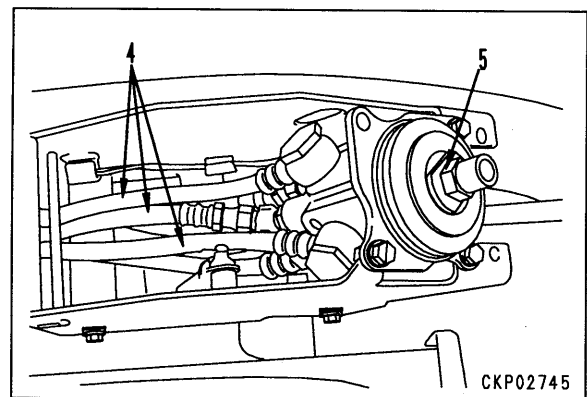
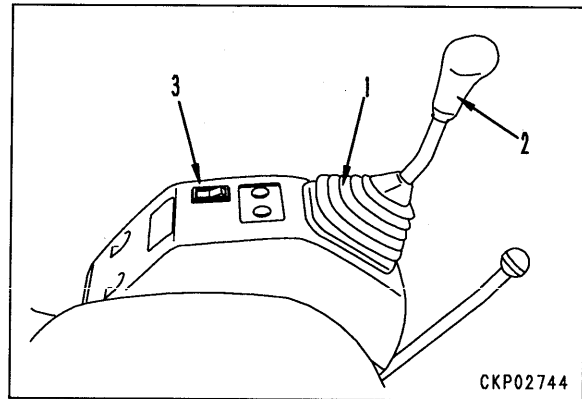
- Carry out installation in the reverse order to removal.
- **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.



REMOVAL OF LEFT PPC VALVE ASSEMBLY

- ⚠ Release the remaining pressure in the hydraulic tank. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic tank.
- ⚠ Disconnect the cable from the negative (-) terminal of the battery.


1. Disconnect boot (1) from cover, and remove lever (2). ※ 1
2. Remove cover (3).
 - ★ On the operator's cab specification machine, the connector of the wiper switch is connected under the cover, so disconnect it.
3. Disconnect 6 hoses (4). ※ 2
4. Remove left PPC valve assembly (5).



INSTALLATION OF LEFT PPC VALVE ASSEMBLY


- Carry out installation in the reverse order to removal.

※ 1

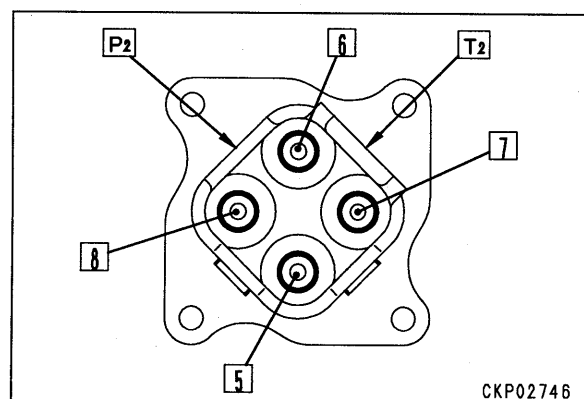
 **Lever mounting bolt :**
 $66.15 \pm 7.35 \text{ Nm} \{6.75 \pm 0.75 \text{ kgm}\}$

※ 2

- ★ The hoses are marked with number tapes, so align as shown in the diagram on the right, then connect.

 **Port P eye joint :**
 $39.2 \pm 4.9 \text{ Nm} \{4 \pm 0.5 \text{ kgm}\}$

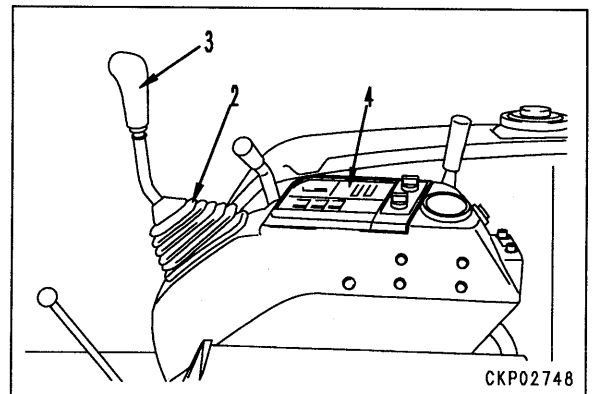
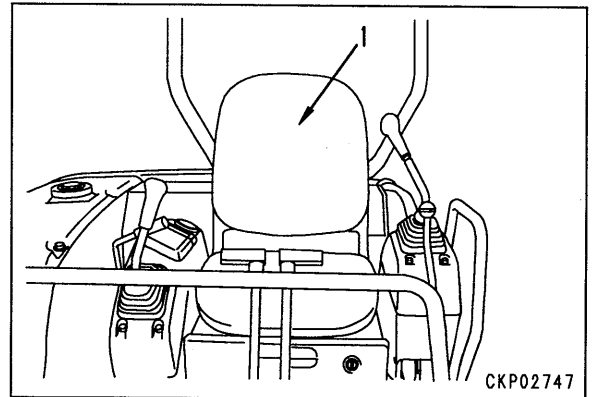
- **Refilling with oil (hydraulic tank)**
 Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.



REMOVAL OF RIGHT PPC VALVE ASSEMBLY

- ⚠ Release the remaining pressure in the hydraulic tank. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic tank.
- ⚠ Disconnect the cable from the negative (-) terminal of the battery.


1. Disconnect operator's seat (1).
2. Disconnect boot (2) from cover, and remove lever (3). ※ 1
★ Disconnect the 2 horn switch connectors.
3. Remove cover (4).
★ Disconnect the two PPC lock switch connectors under the cover, and move towards the engine hood.
4. Disconnect 6 hoses (5). ※ 2
5. Remove right PPC valve assembly (6).



INSTALLATION OF RIGHT PPC VALVE ASSEMBLY


- Carry out installation in the reverse order to removal.

※ 1

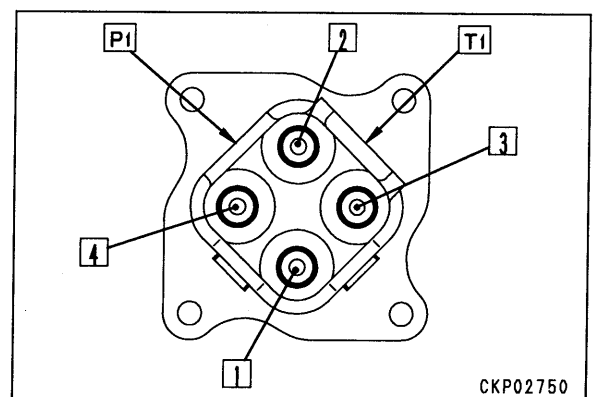
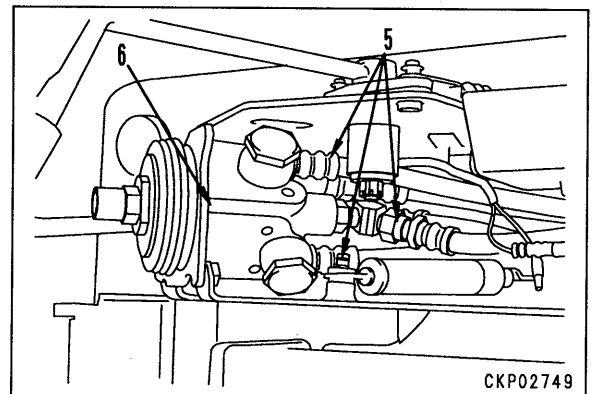
 **kgm** Lever mounting bolt :
 $66.15 \pm 7.35 \text{ Nm}$ $\{6.75 \pm 0.75 \text{ kgm}\}$

※ 2

- ★ The hoses are marked with number tapes, so align as shown in the diagram on the right, then connect.

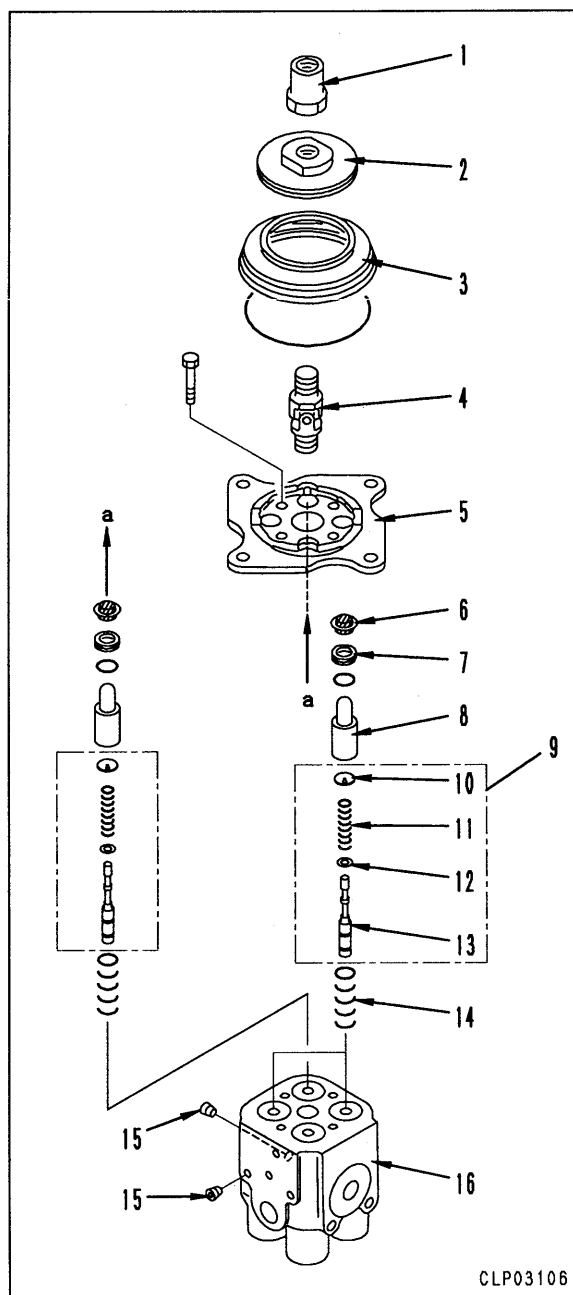
 **kgm** Port P eye joint :
 $39.2 \pm 4.9 \text{ Nm}$ $\{4 \pm 0.5 \text{ kgm}\}$

- **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.




DISASSEMBLY OF PPC VALVE ASSEMBLY

1. Remove nut (1), then remove disc (2) and boot (3).
2. Remove joint (4).
3. Remove plate (5).
4. Remove seal (6) and collar (7).
5. Remove piston (8).
6. Remove valve assembly (9).
7. Remove retainer (10), then disassemble spring (11), shim (12), and valve (13).
★ Check the number and thickness of the shims, and keep in a safe place.
8. Remove spring (14).
- ★ There are 2 types of spring, so check the mounting position.
9. Remove 2 plugs (15) from body (16).



ASSEMBLY OF PPC VALVE ASSEMBLY

1. Install 2 plugs (15) to body (16).

 Plug : $17.64 \pm 3.92 \text{ Nm}$ $\{1.8 \pm 0.4 \text{ kgm}\}$

2. Assemble spring (14).

★ There are 2 types of spring, so check the number of coils when assembling.

Port position	No. of coils
P1 • P2	11
P3 • P4	9


3. Assemble shim (12) and spring (11) to valve (13), then secure with retainer (10).

★ Assemble the spring with the small inside diameter facing the shim.

- Inside diameter of small diameter end : $\varnothing 4.9 \text{ mm}$
- Inside diameter of large diameter end : $\varnothing 5.5 \text{ mm}$

4. Assemble valve assembly (9) to body (16).


5. Assemble piston (8).

 Outside diameter of piston and inside diameter of body : **Grease (G2-LI)**

6. Fit O-ring and install collar (7).


7. Install seal (6).

8. Install plate (5).

 Mounting bolt : $13.25 \pm 1.45 \text{ Nm}$ $\{1.35 \pm 0.15 \text{ kgm}\}$


9. Install joint (4).

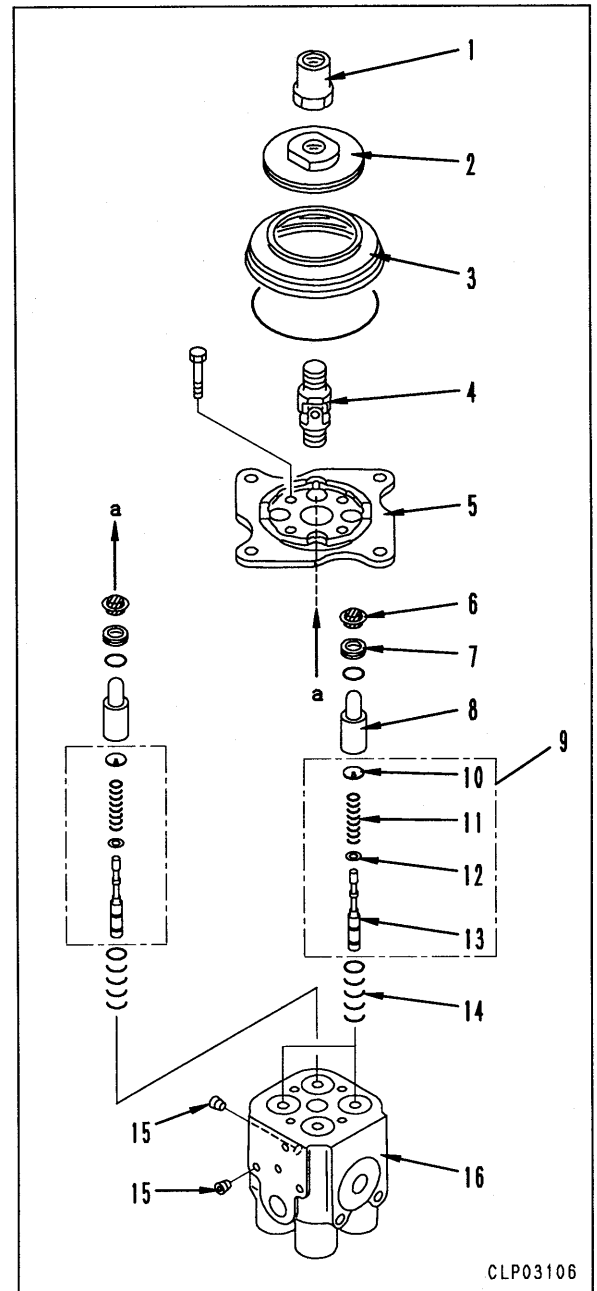
★ Remove all grease and oil from the male thread of the joint and female thread of the body, and dry the parts. Then coat the female thread of the body at 2 places with 1 drop each of thread tightener (Loctite 262 or equivalent).

 Joint : $44.1 \pm 4.9 \text{ Nm}$ $\{4.5 \pm 0.5 \text{ kgm}\}$

10. Fit boot (3) and disc (2), and install nut (1).

★ Tighten until the disc contacts the 4 pistons, then hold the disc in position and tighten the nut.
(Be careful not to move the piston.)

 Nut : $112.7 \pm 14.7 \text{ Nm}$ $\{11.5 \pm 1.5 \text{ kgm}\}$

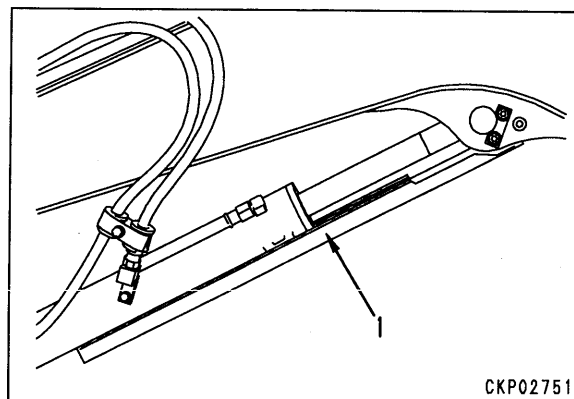


CLP03106

REMOVAL OF BOOM CYLINDER ASSEMBLY

- ⚠** Start the engine, extend the arm cylinder and bucket cylinder fully, then lower the work equipment completely to the ground.

1. Remove cover (1).

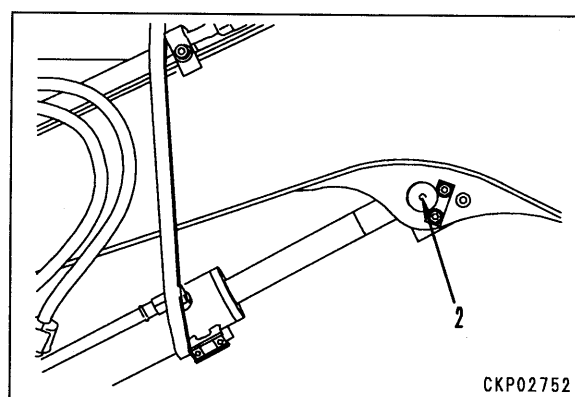


2. Sling boom cylinder assembly and remove head pin (2).

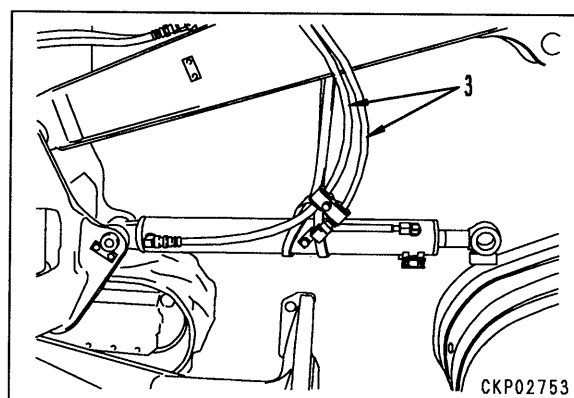
- ★ If there are shims installed, check the number and thickness, and keep in a safe place.

- ⚠** Start the engine, and retract the piston rod, then tie the piston rod with wire to prevent it from coming out.

- ⚠** Release the remaining pressure in the hydraulic circuit. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic circuit.



3. Disconnect 2 hoses (3).



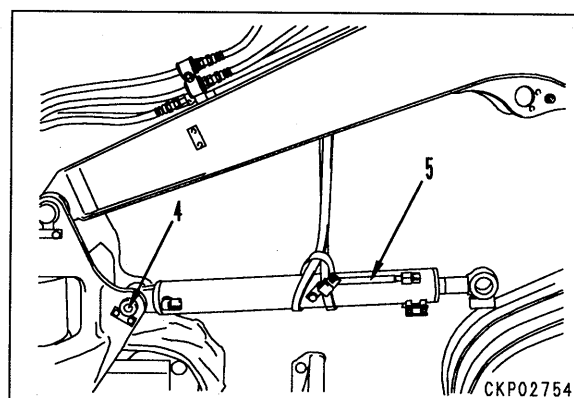
4. Remove bottom pin (4), then lift off boom cylinder assembly (5).

- ★ If there are shims installed, check the number and thickness, and keep in a safe place.



Boom cylinder assembly :

35 kg (PC30R, 35R)
45 kg (PC40R, 45R)





INSTALLATION OF BOOM CYLINDER ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.


 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)


 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between the head of boom cylinder (5) and boom (6) is less than 1 mm.
 - Shim thickness : 1 mm

※ 2

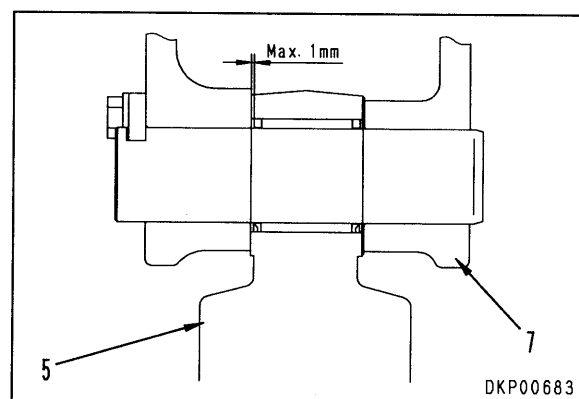
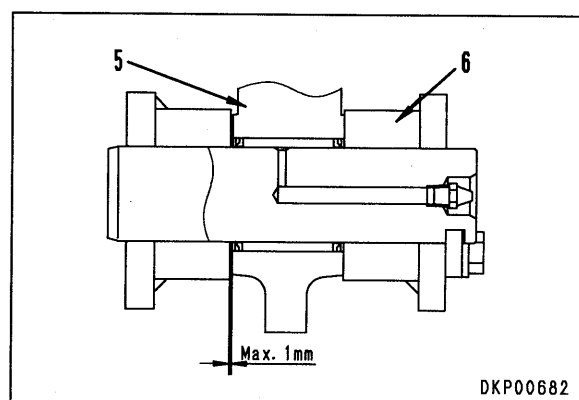
⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

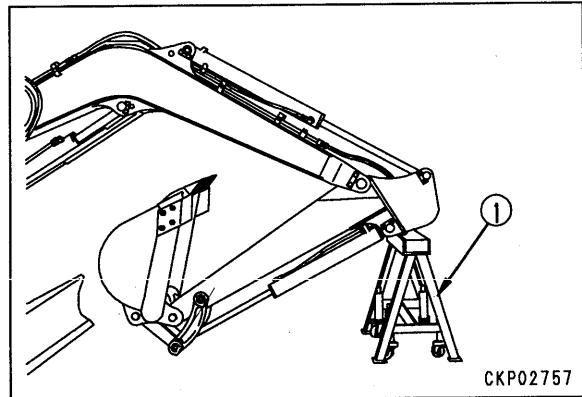
- ★ Adjust the shim thickness so that the clearance between the bottom of boom cylinder (5) and boom swing bracket (7) is less than 1 mm.
 - Shim thickness : 1 mm

- **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.
- **Bleeding air**
Bleed the air from the boom cylinder. For details, see TESTING AND ADJUSTING, Bleeding air.

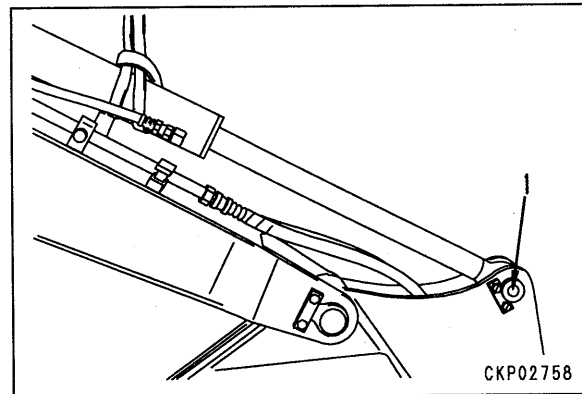


REMOVAL OF ARM CYLINDER ASSEMBLY

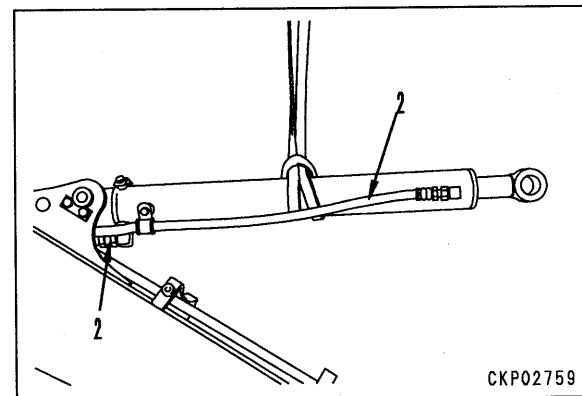
- !** Start the engine, extend the arm cylinder to just before the end of its stroke, then set the arm on top of stand ①, then lower the bucket link to the ground.



1. Sling arm cylinder assembly and remove head pin (1). ※ 1
 - ★ If there are shims installed, check the number and thickness, and keep in a safe place.
 - !** Start the engine, and retract the piston rod, then tie the piston rod with wire to prevent it from coming out.
 - !** Release the remaining pressure in the hydraulic circuit. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic circuit.



2. Disconnect 2 hoses (2).



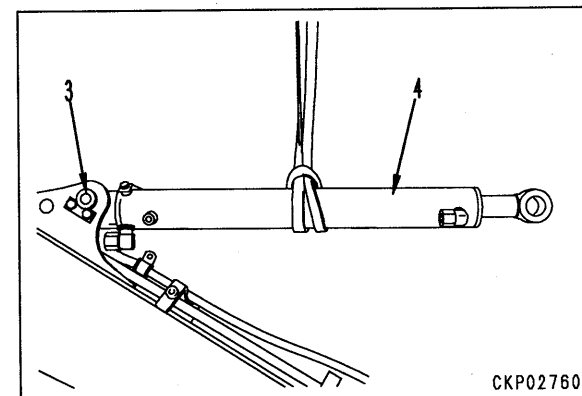
3. Remove bottom pin (3), then lift off arm cylinder assembly (4). ※ 2

- ★ If there are shims installed, check the number and thickness, and keep in a safe place.



Arm cylinder assembly :

30 kg (PC30R, 35R)
40 kg (PC40R, 45R)




INSTALLATION OF ARM CYLINDER ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.


 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)


 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between the head of arm cylinder (4) and arm (5) is less than 1 mm.
 - Shim thickness : 1 mm

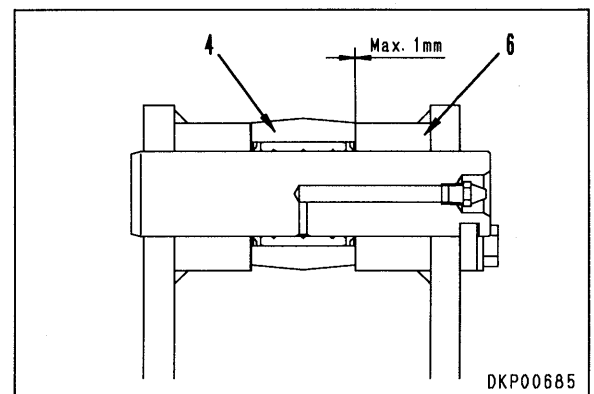
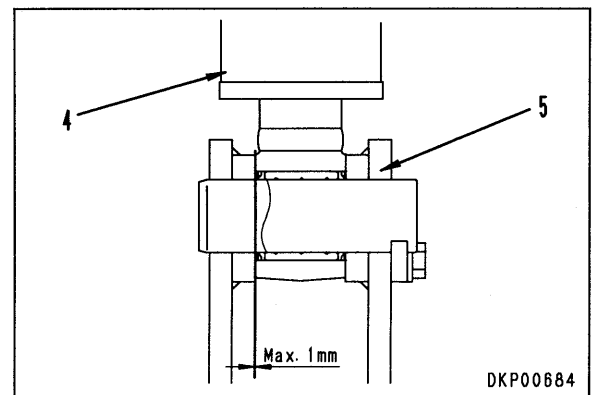
※ 2

⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

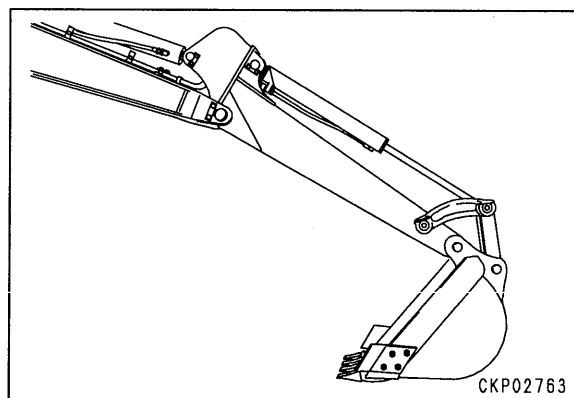
 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between the bottom of arm cylinder (4) and boom (6) is less than 1 mm.
 - Shim thickness : 1 mm
- **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.
- **Bleeding air**
Bleed the air from the boom cylinder. For details, see TESTING AND ADJUSTING, Bleeding air.



REMOVAL OF BUCKET CYLINDER ASSEMBLY

- ⚠** Start the engine, set the bottom of the bucket horizontal, then lower the bucket completely to the ground.

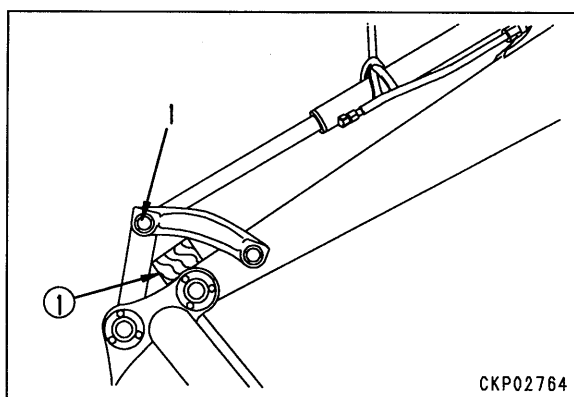


1. Set block ① between link and arm.
2. Sling bucket cylinder assembly and remove head pin (1).

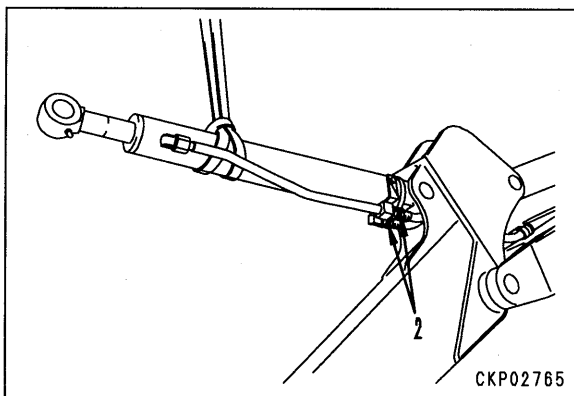
★ If there are shims installed, check the number and thickness, and keep in a safe place.

⚠ Start the engine, and retract the piston rod, then tie the piston rod with wire to prevent it from coming out.

⚠ Release the remaining pressure in the hydraulic circuit. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic circuit.



3. Disconnect 2 hoses (2).



4. Remove bottom pin (3), then lift off bucket cylinder assembly (4).

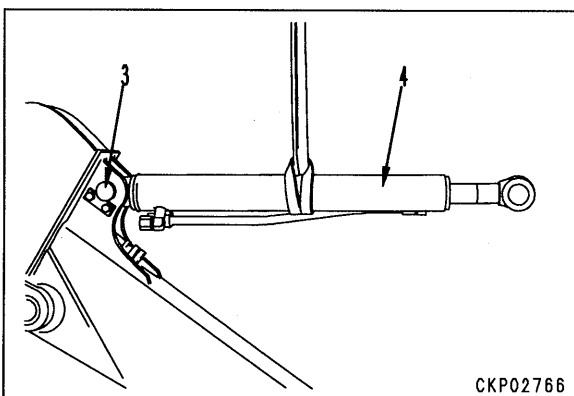
★ If there are shims installed, check the number and thickness, and keep in a safe place.



Bucket cylinder assembly :

25 kg (PC30R, 35R)

30 kg (PC40R, 45R)





INSTALLATION OF BUCKET CYLINDER ASSEMBLY


- Carry out installation in the reverse order to removal.

※ 1

⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

 Greasing after assembling:
Molybdenum disulphide grease (LM-G)


 Pin mounting bolt
PC30R, 35R :
 $276.85 \pm 31.8 \text{ Nm}$ ($28.25 \pm 3.25 \text{ kgm}$)
PC40R, 45R :


$548.8 \pm 58.8 \text{ Nm}$ ($56 \pm 6 \text{ kgm}$)

- ★ Install the shims.
 - Shim thickness : 2.5 mm (× 2)

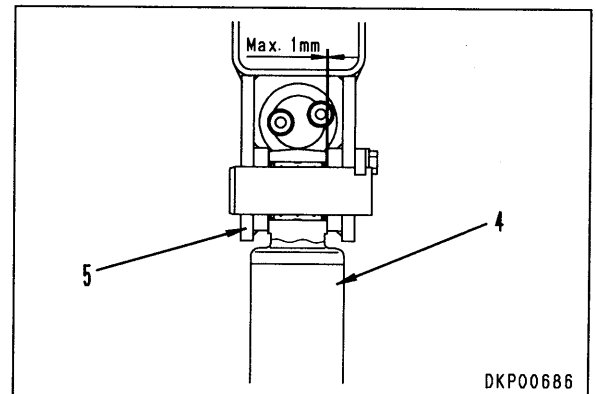
※ 2

⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between the bottom of bucket cylinder (4) and arm (5) is less than 1 mm.
 - Shim thickness : 1 mm
- **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.
- **Bleeding air**
Bleed the air from the bucket cylinder. For details, see TESTING AND ADJUSTING, Bleeding air.



REMOVAL OF BOOM SWING CYLINDER ASSEMBLY

⚠ Start the engine, extend the boom swing cylinder to just before the end of the stroke, then lower the work equipment completely to the ground.

1. Remove head pin (1).

※ 1

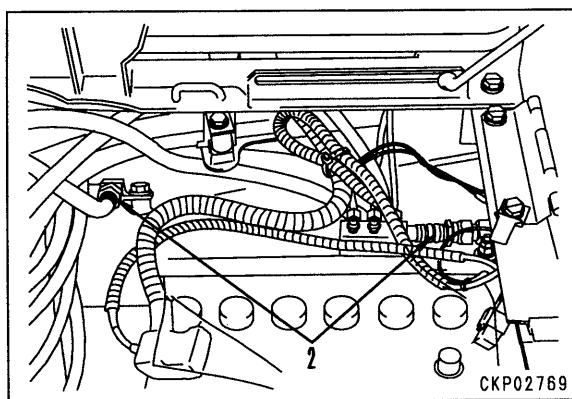
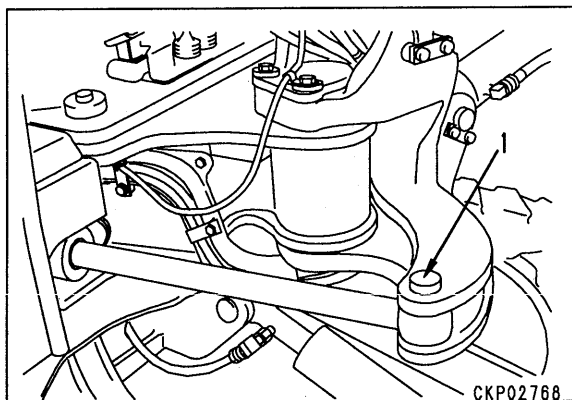
★ If there are shims installed, check the number and thickness, and keep in a safe place.

⚠ Start the engine, and retract the piston rod, then tie the piston rod with wire to prevent it from coming out.

⚠ Operate the boom swing pedal several times to release the remaining pressure in the hydraulic circuit.

2. Remove fuel tank assembly. For details, see REMOVAL OF FUEL TANK ASSEMBLY.

3. Disconnect 2 hoses (2).

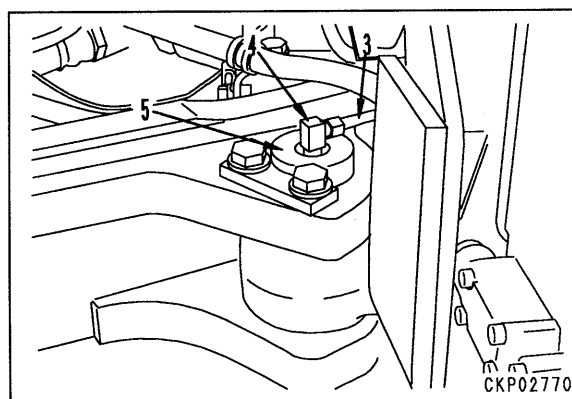


4. Disconnect grease pipe (3), and remove nipple (4).

5. Sling boom swing cylinder assembly, and remove bottom pin (5).

※ 2

★ If there are shims installed, check the number and thickness, and keep in a safe place.



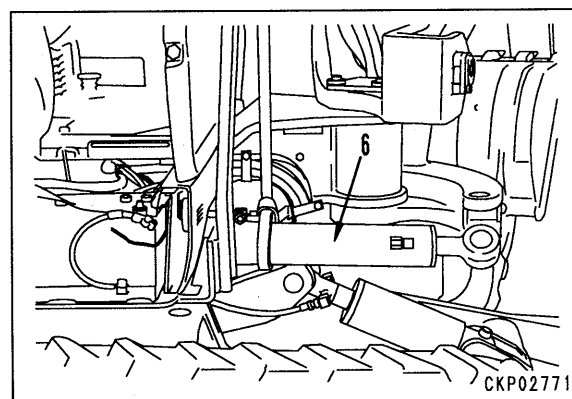
6. Pull out boom swing cylinder assembly (6) from revolving frame, then lift off.



Boom swing cylinder assembly :

35 kg (PC30R, 35R)

45 kg (PC40R, 45R)




INSTALLATION OF BOOM SWING CYLINDER ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.


 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)


 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between the head of boom swing cylinder (6) and boom swing bracket (7) is less than 1 mm.

※ 2

⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

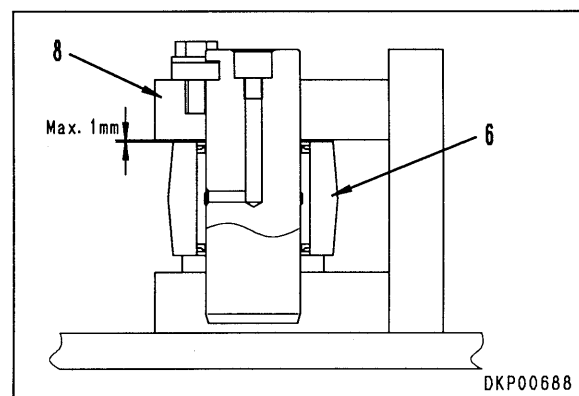
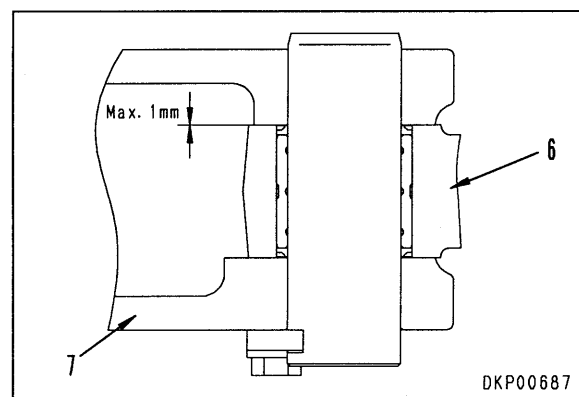
- ★ Adjust the shim thickness so that the clearance between the bottom of boom swing cylinder (6) and revolving frame (8) is less than 1 mm.
 - Shim thickness : 0.5 mm, 1 mm

- **Refilling with oil (hydraulic tank)**

Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.

- **Bleeding air**

Bleed the air from the boom swing cylinder. For details, see TESTING AND ADJUSTING, Bleeding air.



REMOVAL OF BLADE CYLINDER ASSEMBLY

- ⚠ Start the engine, swing the upper structure 90°, then lower the work equipment and blade completely to the ground.

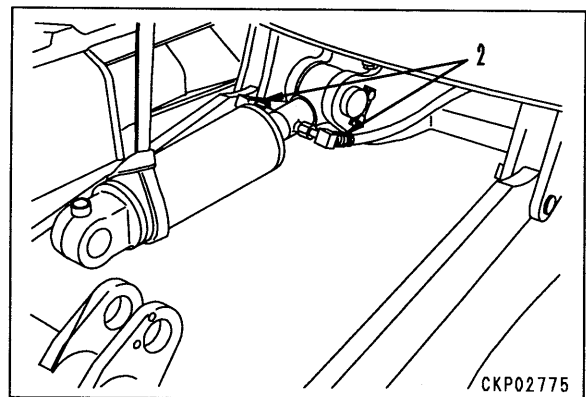
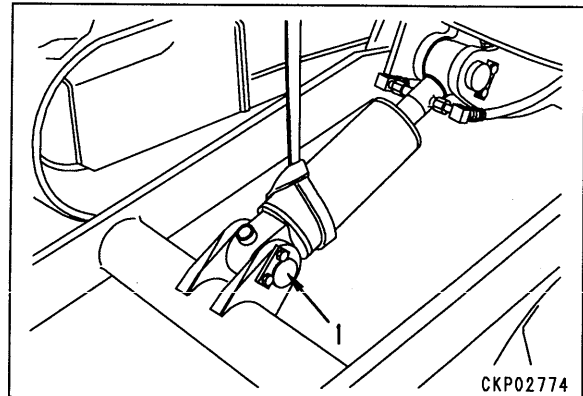
1. Sling blade cylinder assembly and remove bottom pin (1). ※ 1

★ If there are shims installed, check the number and thickness, and keep in a safe place.

- ⚠ Start the engine, and retract the piston rod, then tie the piston rod with wire to prevent it from coming out.

- ⚠ Operate the blade control lever several times to release the remaining pressure in the hydraulic circuit.

2. Disconnect 2 hoses (2).



3. Remove head pin (3), then lift off blade cylinder assembly (4). ※ 2

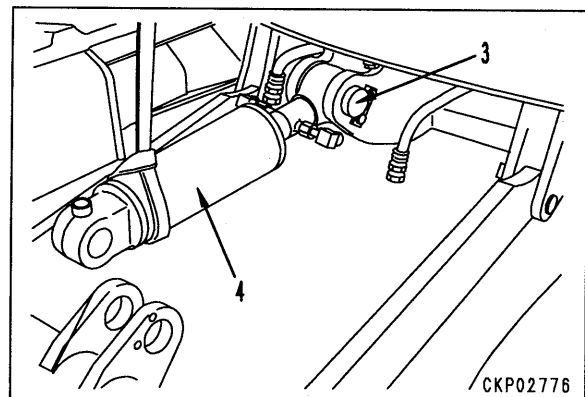
★ If there are shims installed, check the number and thickness, and keep in a safe place.



Blade cylinder assembly :

25 kg (PC30R, 35R)

35 kg (PC40R, 45R)





INSTALLATION OF BLADE CYLINDER ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

- ⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.


 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)


 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between the bottom of blade cylinder (4) and blade (5) is less than 1 mm.

※ 2

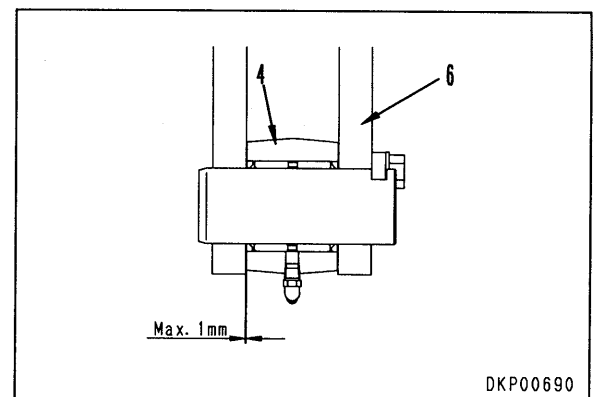
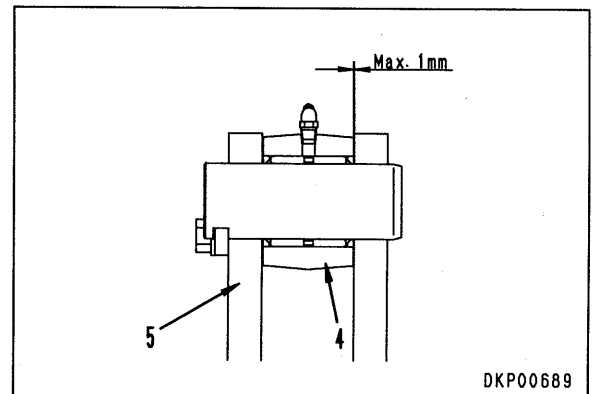
- ⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between the head of blade cylinder (4) and track frame (6) is less than 1 mm.
 - Shim thickness : 1 mm

- **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.
- **Bleeding air**
Bleed the air from the blade cylinder. For details, see TESTING AND ADJUSTING, Bleeding air.



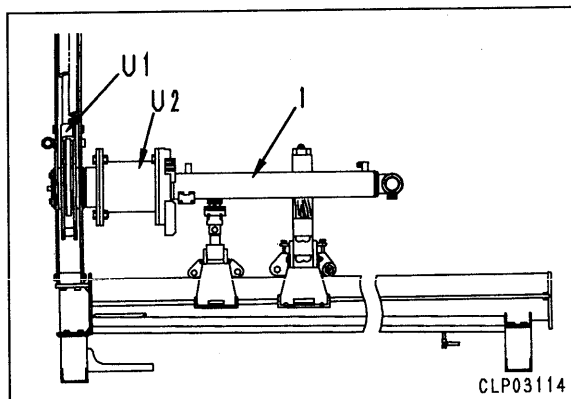
DISASSEMBLY OF HYDRAULIC CYLINDER ASSEMBLY

1. Piping

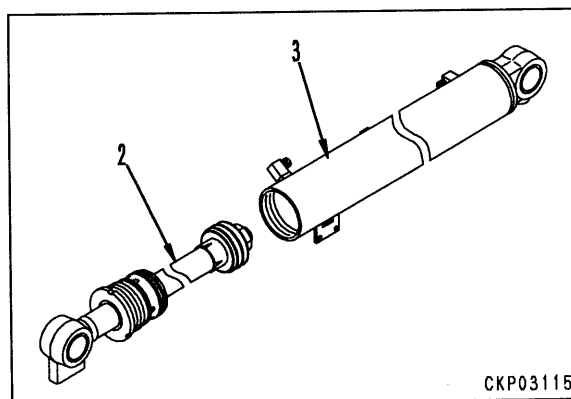
Remove cylinder piping.

2. Piston rod assembly

- 1) Set cylinder assembly (1) to tool **U1**.
- 2) Using tool **U2**, loosen cylinder head.



- 3) Remove piston rod assembly (2) from cylinder (3).



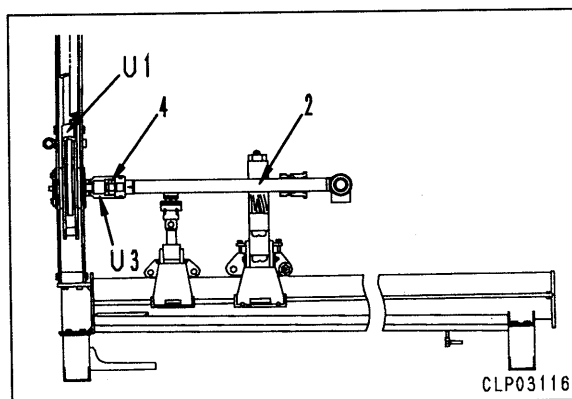
3. Piston assembly

- 1) Set piston rod assembly (2) to tool **U1**.
- 2) Using tool **U3**, remove piston nut (4).

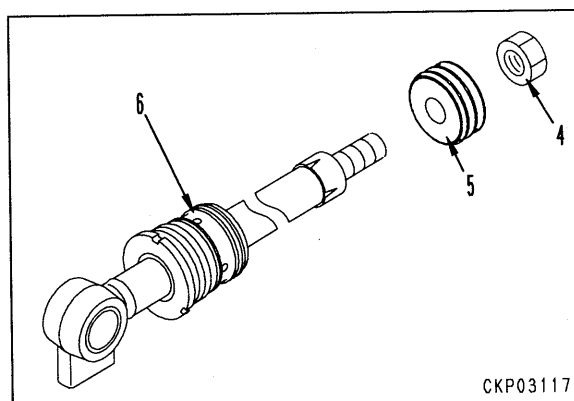
★ Width across flats of piston nut

Model	Boom	Arm	Bucket	Swing	Blade
PC30R	46	46	41	46	50
PC35R	46	50	46	46	50
PC40R	55	55	46	55	55
PC45R	55	55	50	55	55

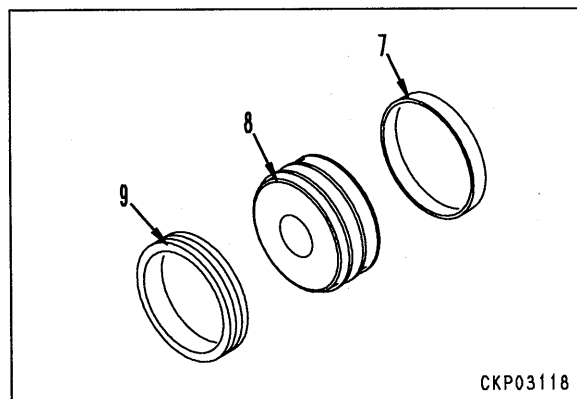
(mm)



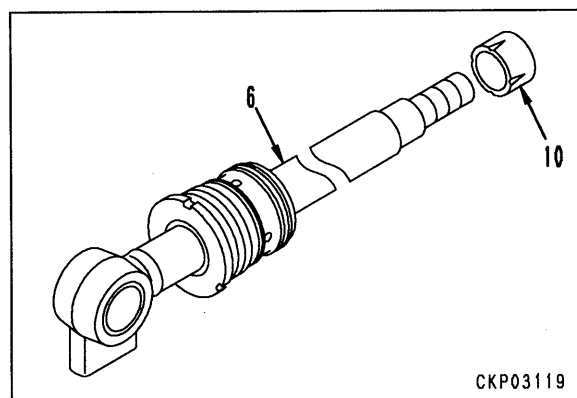
- 3) Remove piston assembly (5) from piston rod (6).



- 4) Disassemble piston assembly as follows.
- Remove wear ring (7) from piston (8).
 - Remove piston ring (9).

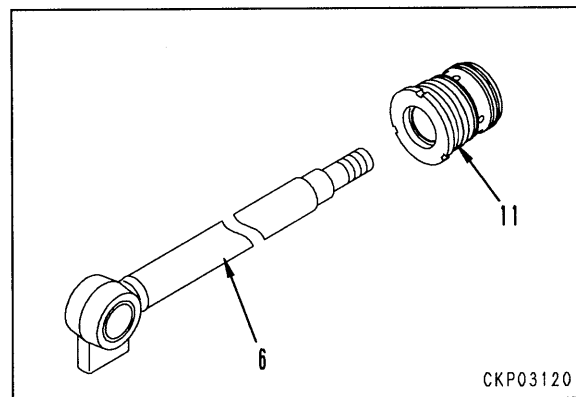


- 5) Remove cushion plunger (10) from piston rod (6).
- ★ Boom cylinder only



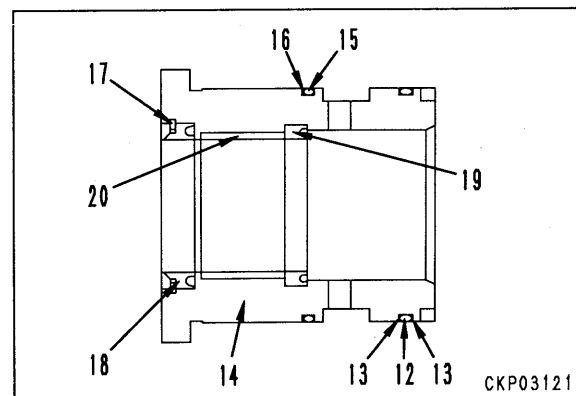
4. Cylinder head assembly

- Remove cylinder head assembly (11) from piston rod (6).



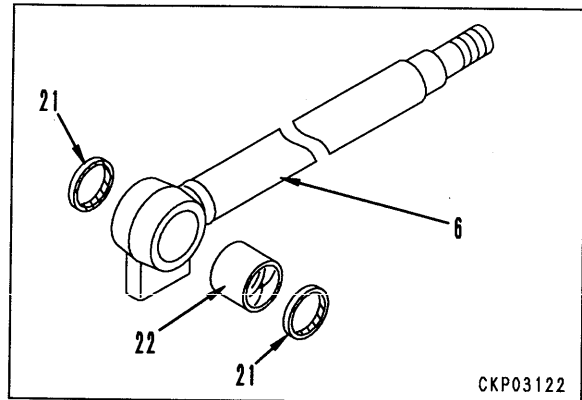
- Disassemble cylinder head assembly as follows.

- Remove O-ring (12) and 2 backup rings (13) from cylinder head (14).
- Remove O-ring (15) and backup ring (16).
- Using snap ring pliers, remove snap ring (17).
- Remove dust seal (18).
- Remove rod packing (19).
- Remove bushing (20).

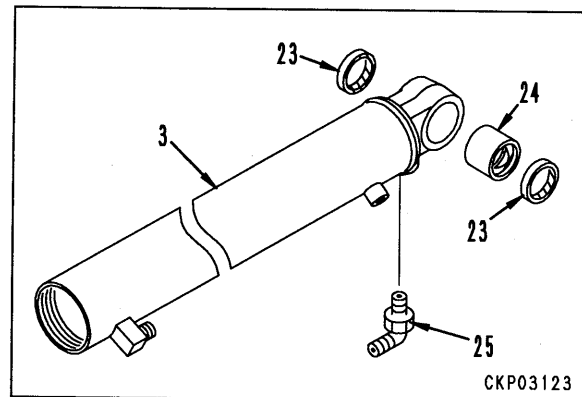


5. Piston rod

- 1) Remove 2 dust seals (21) from piston rod (6).
- 2) Remove bushing (22).

**6. Cylinder**

- 1) Remove 2 dust seals (32) from cylinder (3).
 - 2) Remove bushing (24).
 - 3) Remove elbow (25).
- ★ Arm cylinder only




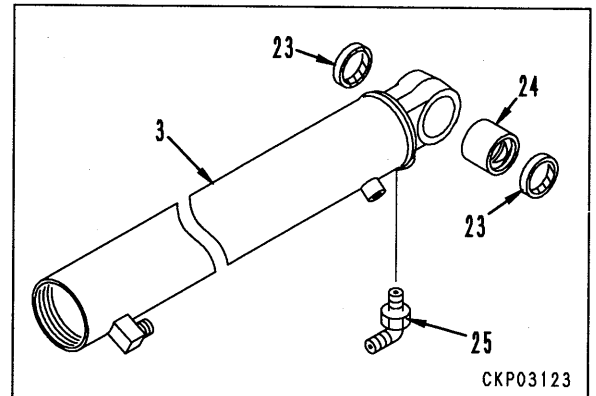
ASSEMBLY OF HYDRAULIC CYLINDER ASSEMBLY

1. Cylinder

- 1) Fit O-ring and install elbow (25) to cylinder (3).

- ★ Arm cylinder only
- ★ Install with the tip of the elbow facing the cylinder head.

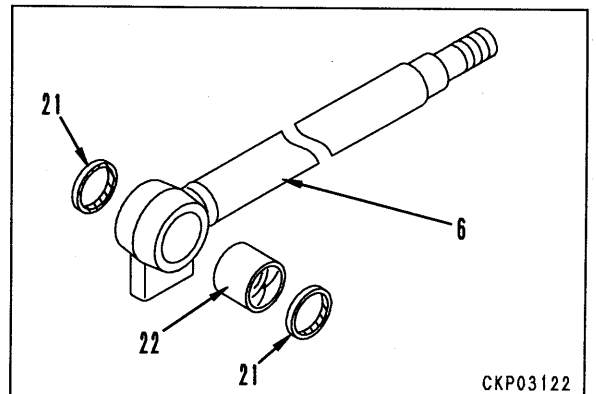
 Elbow :
 PC30R, 35R :
 $90.65 \pm 12.25 \text{ Nm } \{9.25 \pm 1.25 \text{ kgm}\}$
 PC40R, 45R :
 $139.65 \pm 22.05 \text{ Nm } \{14.25 \pm 2.25 \text{ kgm}\}$



- 2) Press fit bushing (24).
- 3) Press fit 2 dust seals (23).

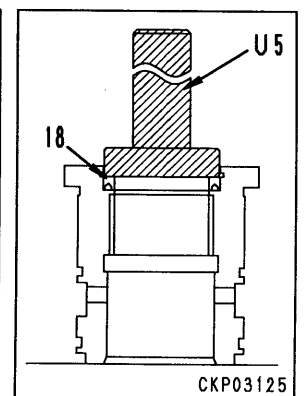
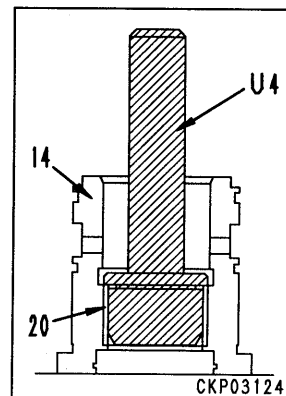
2. Piston rod

- 1) Press fit bushing (22) to piston rod (6).
- 2) Press fit 2 dust seals (21).

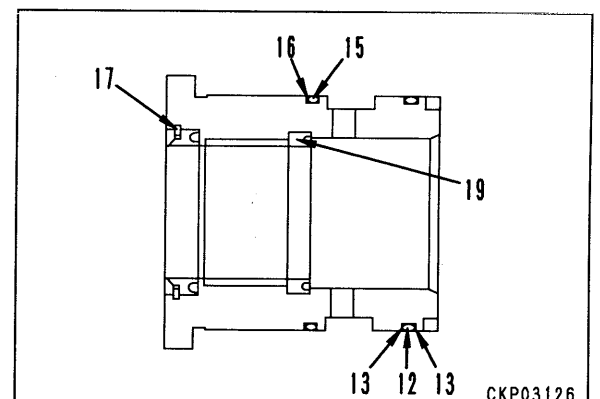


3. Cylinder head assembly

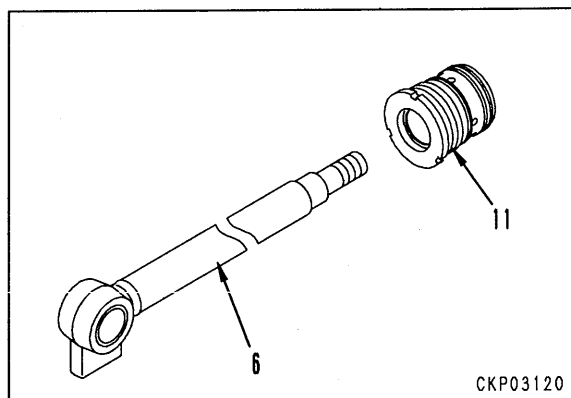
- 1) Assemble cylinder head assembly as follows.
 - i) Using tool **U4**, press fit bushing (20) to cylinder head (14).
 - ii) Using tool **U5**, press fit dust seal (18).



- iii) Using snap ring pliers, install snap ring (17).
- iv) Install rod packing (19).
- v) Install O-ring (15) and backup ring (16).
 - ★ Align the direction of installation with the diagram on the right.
- vi) Install O-ring (12) and 2 backup rings (13).
 - ★ Boom cylinder only

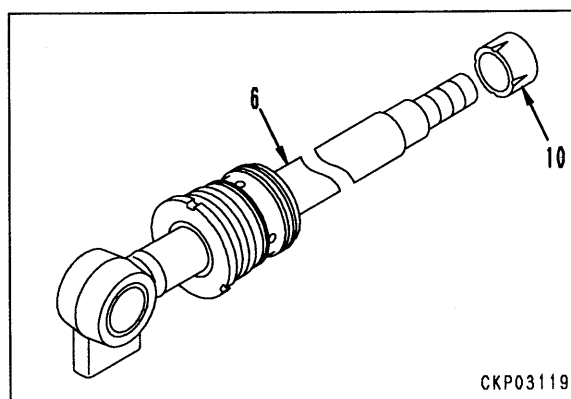


- 2) Fit O-ring and install cylinder head assembly (11) to piston rod (6).

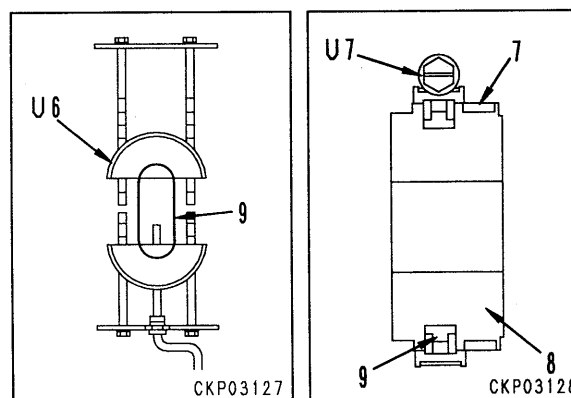


4. Piston assembly

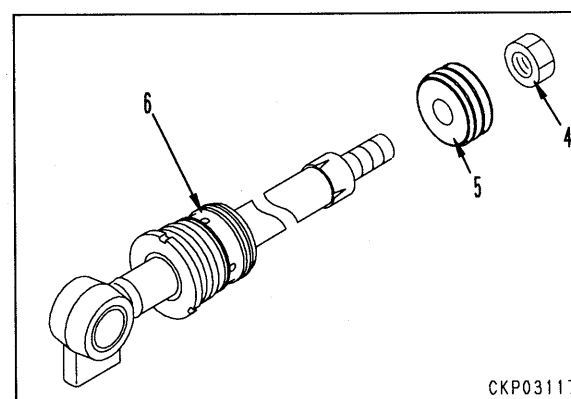
- 1) Install cushion plunger (10) to piston rod (6).
★ Boom cylinder only



- 2) Assemble piston assembly as follows.
- Using tool **U6**, expand piston ring (9).
★ Set the piston ring on tool **U6** and turn the handle 8 – 10 times to expand the ring.
 - Install piston ring (9) to piston (8).
 - Using tool **U7**, compress piston ring (9).
 - Install wear ring (7).



- 3) Install piston assembly (5) to piston rod (6).



- ②

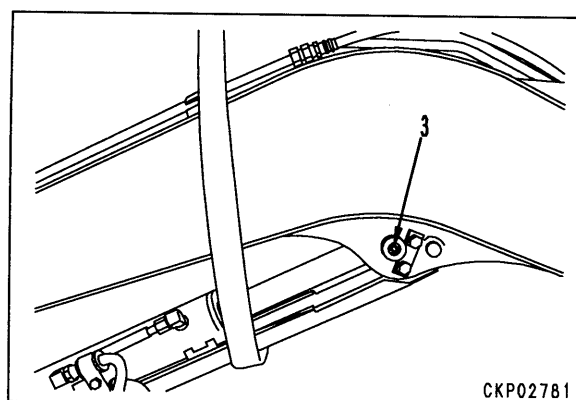
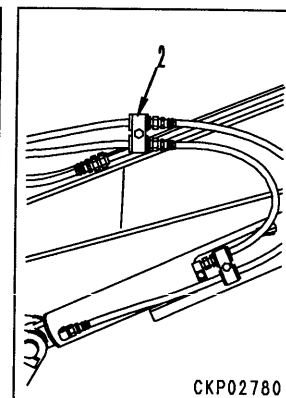
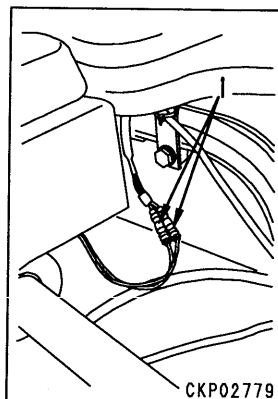
REMOVAL OF WORK EQUIPMENT ASSEMBLY

- ⚠ Start the engine, extend the arm cylinder and bucket cylinder fully, then lower the work equipment completely to the ground.
- ⚠ Release the remaining pressure in the hydraulic circuit. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic circuit.
- ⚠ Disconnect the cable from the negative (-) terminal of the battery.

1. Disconnect 2 front lamp connectors (1).
2. Disconnect hose clamp (2).
3. Sling boom cylinder, and remove head pin (3).

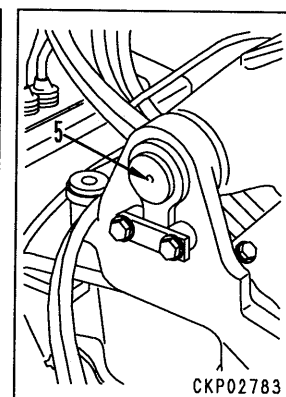
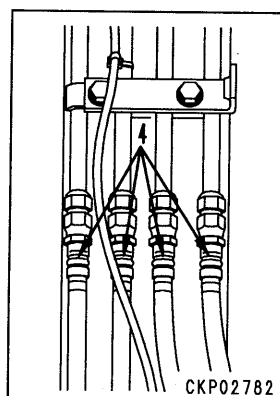
※ 1
★ If there are shims installed, check the number and thickness, and keep in a safe place.

⚠ After removing, start the engine and retract the piston rod, then lower it on top of the blade.



4. Disconnect 4 hoses (4).
5. Sling work equipment assembly, and remove boom foot pin (5).

※ 2
★ If there are shims installed, check the number and thickness, and keep in a safe place.

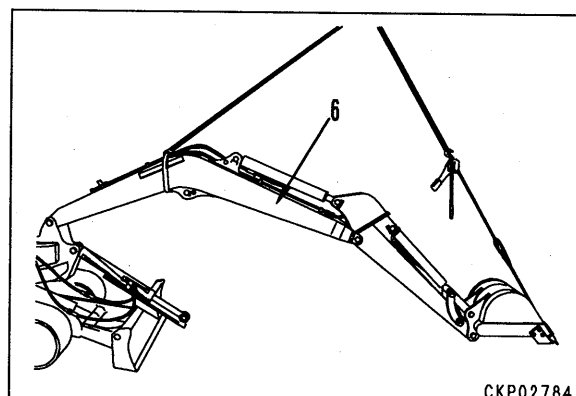


6. Lift off work equipment assembly (6).



Work equipment assembly :

290 kg (PC30R)
320 kg (PC35R)
420 kg (PC40R)
450 kg (PC45R)





INSTALLATION OF WORK EQUIPMENT ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.


 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)


 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between the head of boom cylinder (7) and boom (8) is less than 1 mm.
 - Shim thickness : 1 mm

※ 2

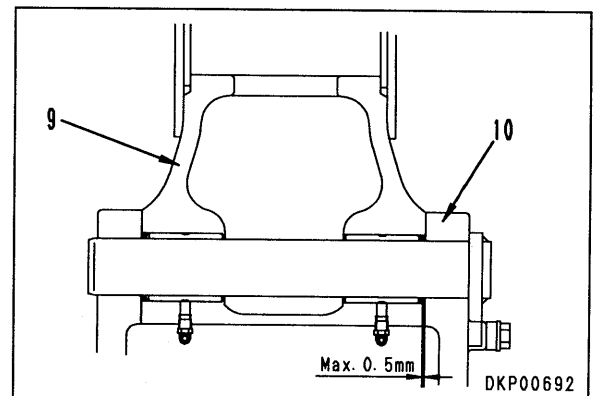
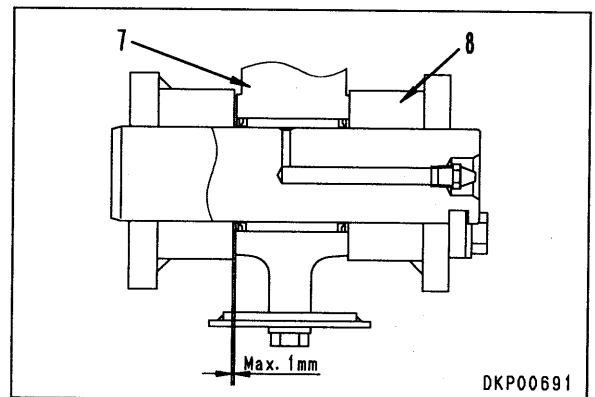
⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between the foot of boom (9) and boom swing bracket (10) is less than 0.5 mm.
 - Shim thickness : 0.5 mm

- **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.
- **Bleeding air**
Bleed the air from the arm cylinder and bucket cylinder. For details, see TESTING AND ADJUSTING, Bleeding air.



REMOVAL OF BUCKET ASSEMBLY

- ⚠ Start the engine, set the back face of the bucket facing down, then lower the work equipment completely to the ground.

1. Remove link pin (1). ※ 1

- ⚠ Start the engine and retract the bucket cylinder.

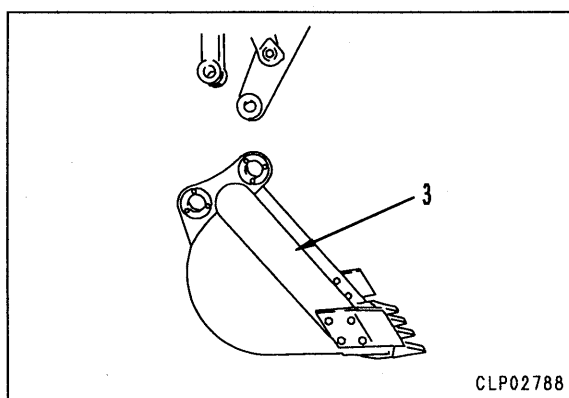
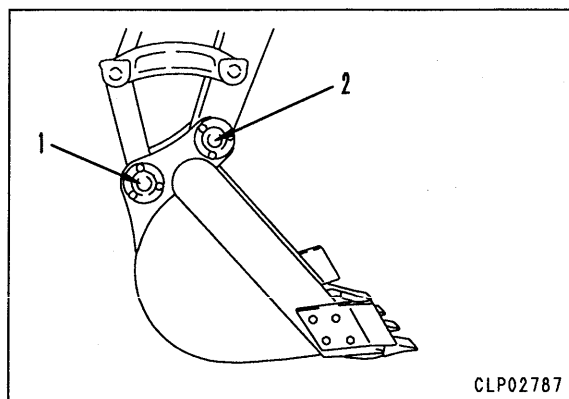
2. Remove arm top pin (2). ※ 2

3. Remove bucket assembly (3).

- ⚠ Start engine, then raise the work equipment slowly and disconnect the bucket assembly and arm.



Bucket assembly : 80 kg (PC30R)
90 kg (PC35R)
110 kg (PC40R)
120 kg (PC45R)



INSTALLATION OF BUCKET ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1 ※ 2

- ⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.

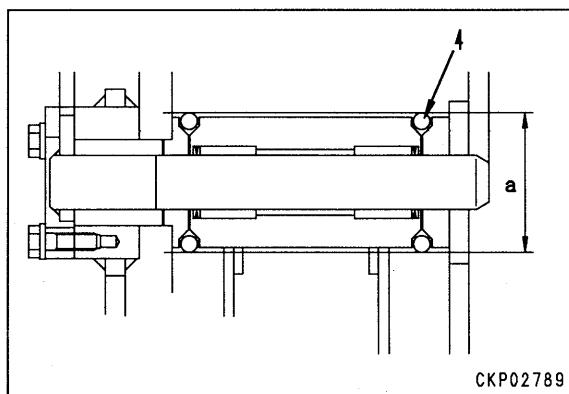
- Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

- Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Measure outside diameter a of bucket play adjustment ring (4), and if it has reached the service limit given below, replace it with a new part.

Measure at a point away from the end gap of the ring.

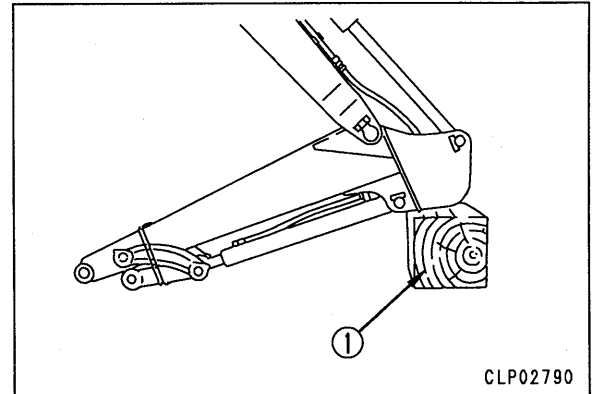
- Service limit a : 83.5 mm
Dimension a of new part :
85.0 mm (reference)



REMOVAL OF ARM ASSEMBLY

1. Remove bucket assembly. For details, see REMOVAL OF BUCKET ASSEMBLY.
2. Tie link to arm with wire.
3. Set work equipment in position.

! Start the engine, pull in the arm to just before the end of its stroke, then lower the arm on top of block ①.

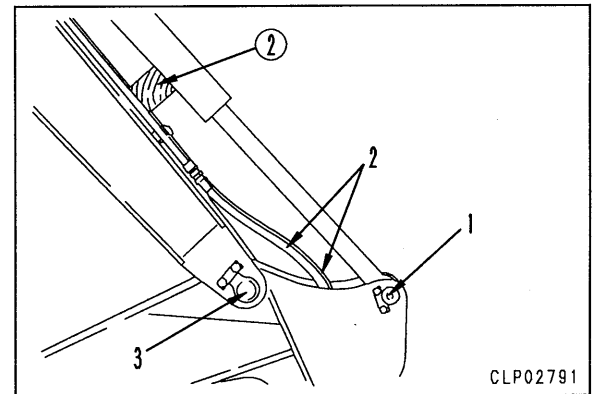


4. Set block ② between arm cylinder and boom.
5. Remove head pin (1). ※ 1

★ If there are shims installed, check the number and thickness, and keep in a safe place.

! Start engine and retract the arm cylinder.

! Release the remaining pressure in the hydraulic circuit. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic circuit.



6. Disconnect 2 hoses (2).
7. Remove boom top pin (3). ※ 2

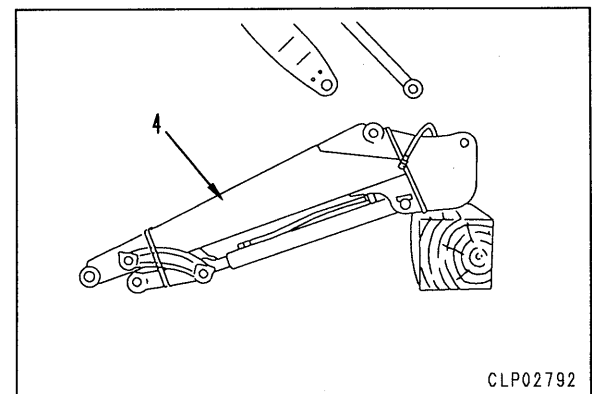
★ If there are shims installed, check the number and thickness, and keep in a safe place.

8. Remove arm assembly (4).

! Start engine, then raise the boom slowly and disconnect the arm assembly and boom.



Arm assembly : **90 kg (PC30R)**
110 kg (PC35R)
140 kg (PC40R)
160 kg (PC45R)





INSTALLATION OF ARM ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

- ⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.


 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)


 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between the head of arm cylinder (5) and arm (4) is less than 1 mm.
 - Shim thickness : 1 mm

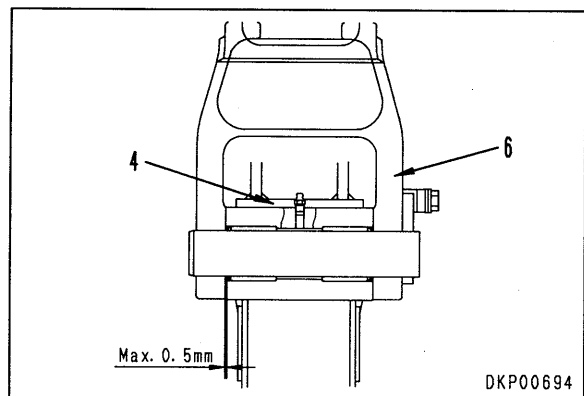
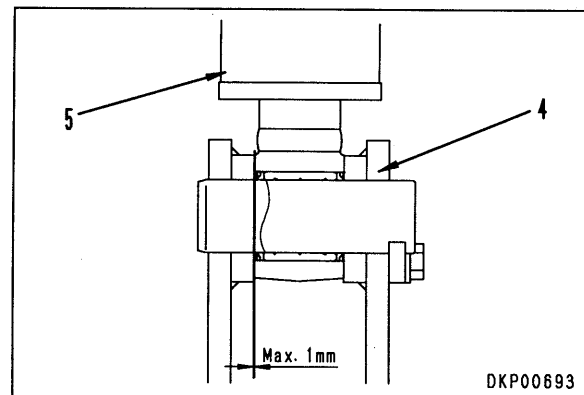
※ 2

- ⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between arm (4) and boom (6) is less than 0.5 mm.
 - Shim thickness : 0.5 mm



- **Refilling with oil (hydraulic tank)**

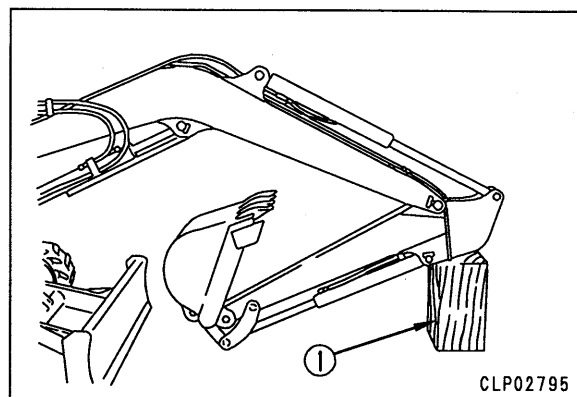
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.

- **Bleeding air**

Bleed the air from the bucket cylinder. For details, see TESTING AND ADJUSTING, Bleeding air.

REMOVAL OF BUCKET, ARM ASSEMBLY

- ⚠ Start the engine, operate the bucket cylinder to the end of its stroke and the arm cylinder to a point just before the end of its stroke, and lower the arm on top of block ①.

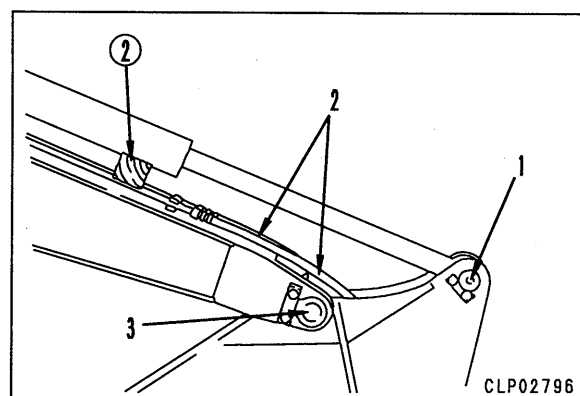


1. Set block ② between arm cylinder and boom.

2. Remove head pin (1). ※ 1
 ★ If there are shims installed, check the number and thickness, and keep in a safe place.

- ⚠ Start engine and retract the arm cylinder.

- ⚠ Release the remaining pressure in the hydraulic circuit. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic circuit.



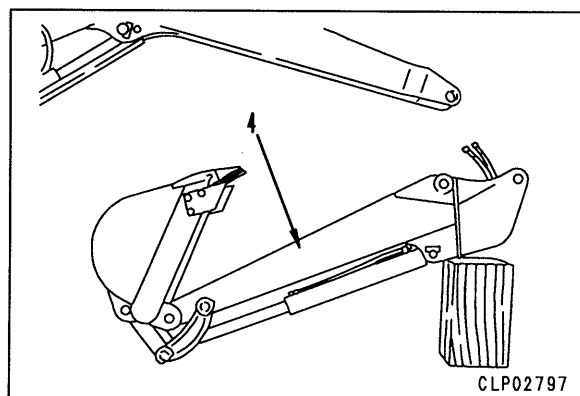
3. Disconnect 2 hoses (6).

4. Remove boom top pin (3). ※ 2
 ★ If there are shims installed, check the number and thickness, and keep in a safe place.

5. Remove bucket and arm assembly (4).

- ⚠ Start engine, then raise the boom slowly and disconnect the bucket and arm assembly from the boom.

kg Bucket, arm assembly : **170 kg (PC30R)**
200 kg (PC35R)
250 kg (PC40R)
280 kg (PC45R)





INSTALLATION OF BUCKET, ARM ASSEMBLY

- Carry out installation in the reverse order to removal.

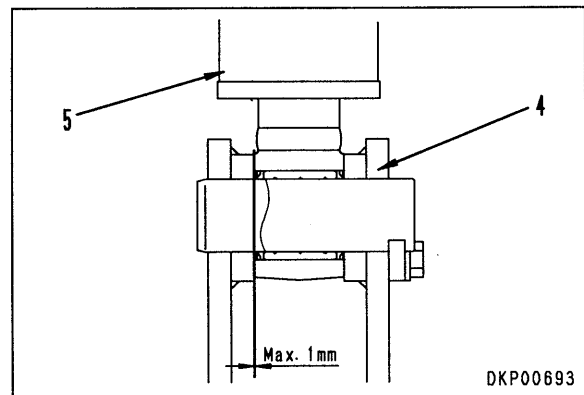
※ 1

- ⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

 Greasing after assembling:
Molybdenum disulphide grease (LM-G)


- ★ Adjust the shim thickness so that the clearance between the head of arm cylinder (5) and arm (4) is less than 1 mm.
 - Shim thickness : 1 mm



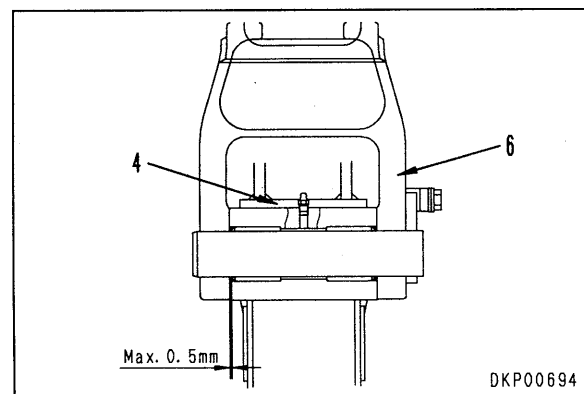
※ 2

- ⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between arm (4) and boom (6) is less than 0.5 mm.
 - Shim thickness : 0.5 mm



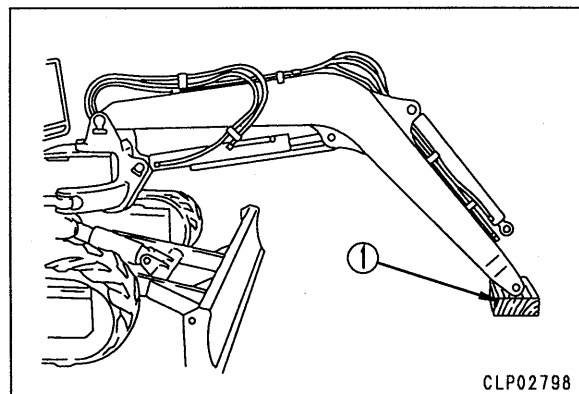
- **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.
- **Bleeding air**
Bleed the air from the bucket cylinder. For details, see TESTING AND ADJUSTING, Bleeding air.

REMOVAL OF BOOM ASSEMBLY

- ⚠ Disconnect the cable from the negative (–) terminal of the battery.

1. Remove bucket and arm assembly. For details, see REMOVAL OF BUCKET, ARM ASSEMBLY.
2. Set work equipment in position.

- ⚠ Start the engine and lower the boom on top of block ①.

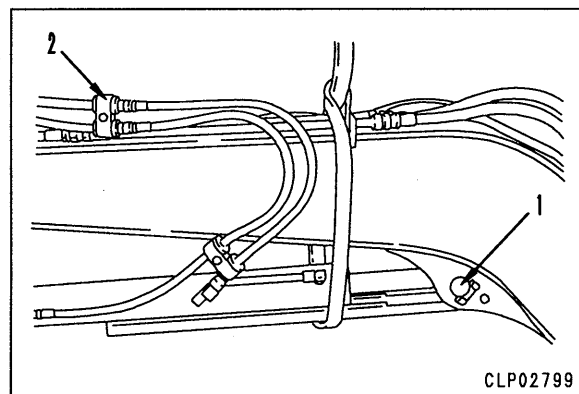


3. Sling boom cylinder and remove head pin (1).

- ※ 1
★ If there are shims installed, check the number and thickness, and keep in a safe place.

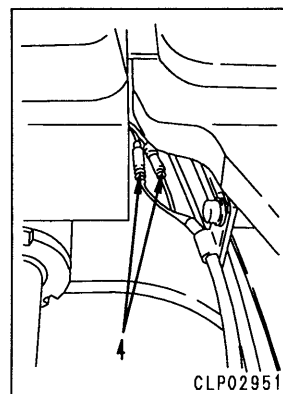
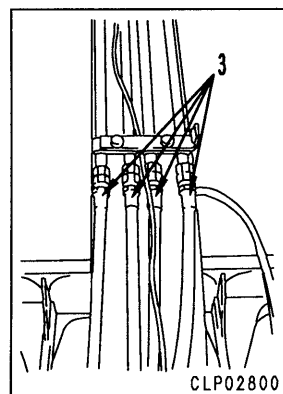
- ⚠ Start the engine and retract the boom cylinder, then lower it on top of the blade.

4. Disconnect hose clamp (2).



5. Disconnect 4 hoses (3).

6. Disconnect 2 front lamp connectors (4).

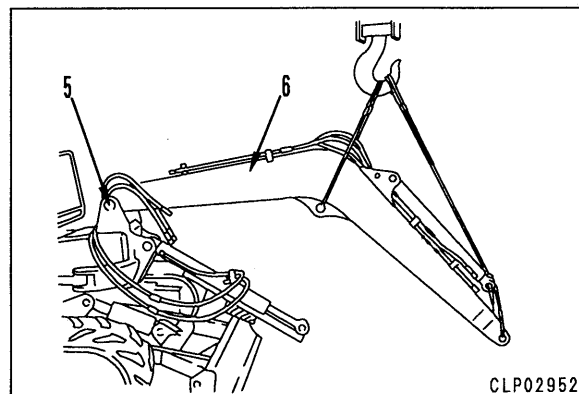


7. Sling boom assembly and remove boom foot pin (5).

- ※ 2
★ If there are shims installed, check the number and thickness, and keep in a safe place.

8. Lift off boom assembly (6).

- kg Bucket, arm assembly : 170 kg (PC30R)
180 kg (PC35R)
240 kg (PC40R)
250 kg (PC45R)





INSTALLATION OF BOOM ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

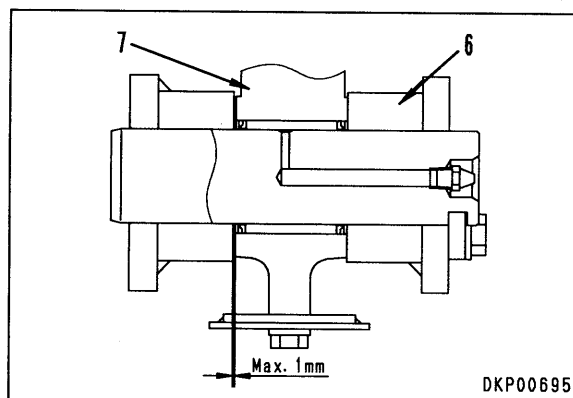
! When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

 Greasing after assembling:
Molybdenum disulphide grease (LM-G)


- ★ Adjust the shim thickness so that the clearance between the head of boom cylinder (7) and boom (6) is less than 1 mm.


- Shim thickness : 1 mm



※ 2

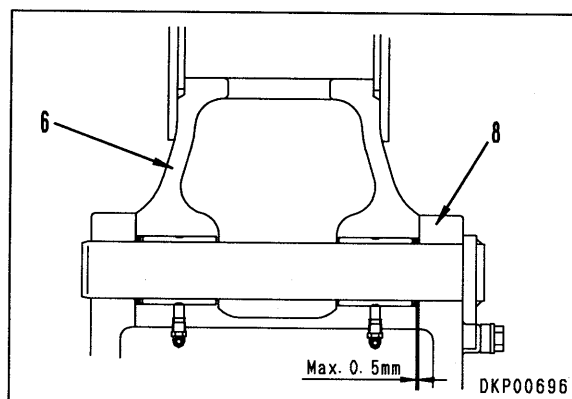
! When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between the foot of boom (6) and boom swing bracket (8) is less than 0.5 mm.

- Shim thickness : 0.5 mm



REMOVAL OF BOOM SWING BRACKET ASSEMBLY

1. Remove work equipment assembly. For details, see REMOVAL OF WORK EQUIPMENT ASSEMBLY.
2. Disconnect 2 hoses (1).
3. Sling boom cylinder assembly (2), then remove bottom pin (2), and remove boom cylinder assembly (3).

※ 1

★ If there are shims installed, check the number and thickness, and keep in a safe place.



Boom cylinder assembly :

35 kg (PC30R, 35R)

45 kg (PC40R, 45R)

4. Remove covers (4) and (5).
- ★ Move the 6 hoses towards the front of the boom swing bracket.

5. Set block under boom swing cylinder and remove head pin (6).

※ 2

★ If there are shims installed, check the number and thickness, and keep in a safe place.



Start the engine and retract the boom swing cylinder.

6. Sling boom swing bracket assembly, then using eyebolt (1), remove pin (7).



Pin : 30 kg

7. Lift off boom swing bracket assembly (8).
- ★ If there are shims installed, check the number and thickness, and keep in a safe place.

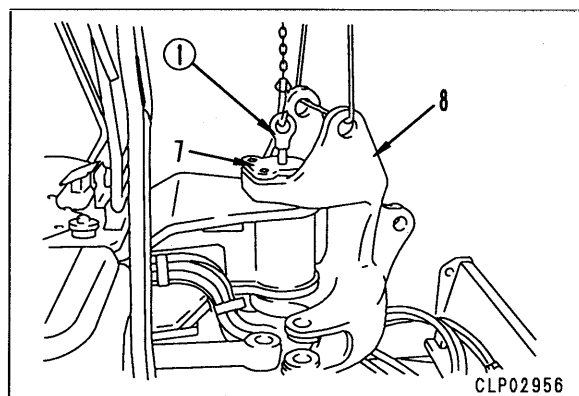
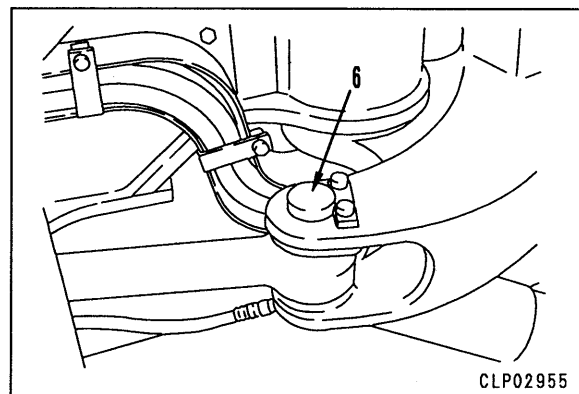
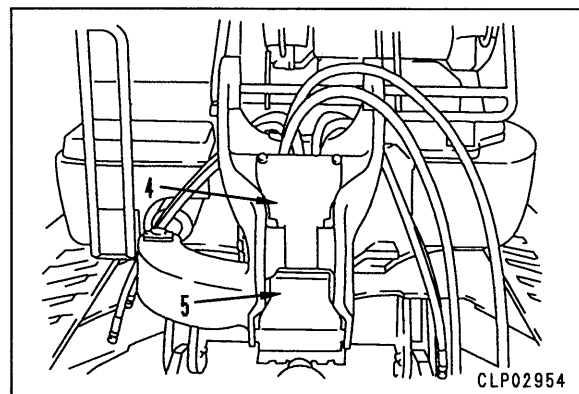
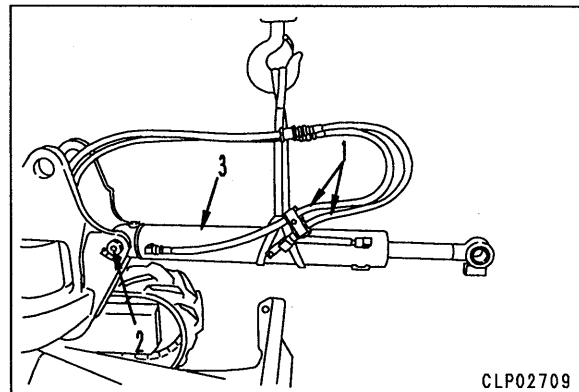
※ 3



Boom swing bracket assembly :

70 kg (PC30R, 35R)


100 kg (PC40R, 45R)





INSTALLATION OF BOOM SWING BRACKET ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

-  When aligning the position of the pin hole, never insert your fingers in the pin hole.


 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)


 Greasing after assembling:
Molybdenum disulphide grease (LM-G)


- ★ Adjust the shim thickness so that the clearance between the bottom of boom cylinder (3) and boom swing bracket (8) is less than 1 mm.

- Shim thickness : 1 mm

※ 2

-  When aligning the position of the pin hole, never insert your fingers in the pin hole.


 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)


 Greasing after assembling:
Molybdenum disulphide grease (LM-G)


- ★ Adjust the shim thickness so that the clearance between the head of boom swing cylinder (9) and boom swing bracket (8) is less than 1 mm.

- Shim thickness : 1 mm

※ 3

-  When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

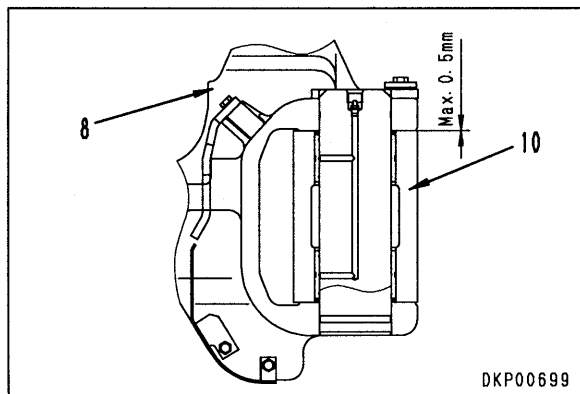
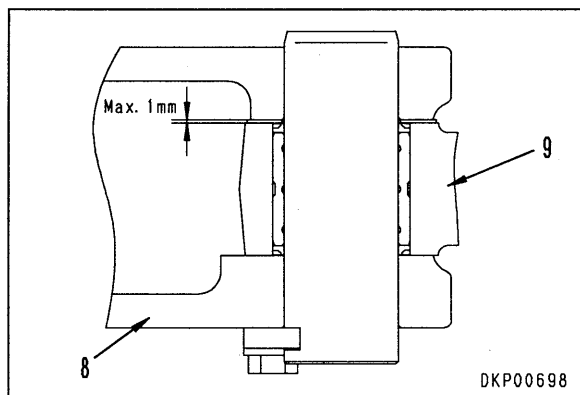
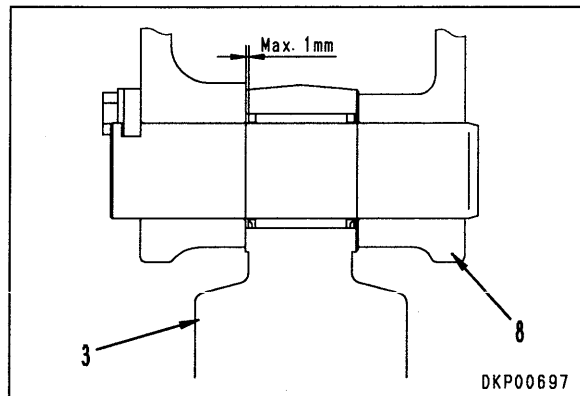
 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between the boom swing bracket (8) and revolving frame (10) is less than 0.5 mm.

- Shim thickness : 0.5 mm

• Bleeding air

Bleed the air from the boom cylinder. For details, see TESTING AND ADJUSTING, Bleeding air.



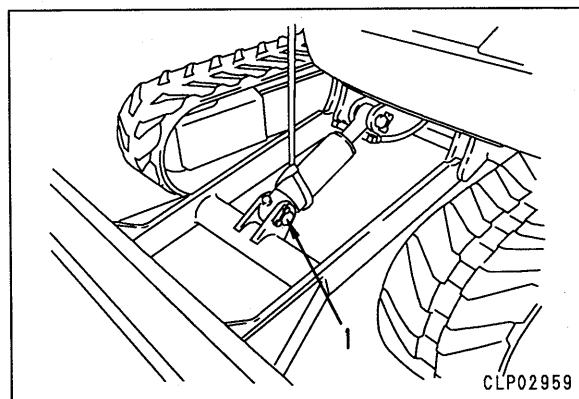
REMOVAL OF BLADE ASSEMBLY

- ⚠ Stop the engine, swing the upper structure 90°, then lower the work equipment and blade completely to the ground.

1. Sling blade cylinder and remove bottom pin (1).

※ 1

- ⚠ Start the engine, then retract the blade cylinder and lower the blade cylinder to the ground.



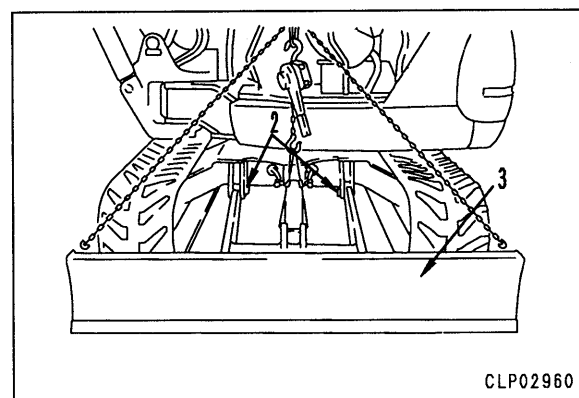
2. Sling blade assembly and remove 2 blade pins (2).

※ 2

3. Remove blade assembly (3).



Blade assembly : 170 kg (PC30R, 35R)
210 kg (PC40R, 45R)





INSTALLATION OF BLADE ASSEMBLY

- Carry out installation in the reverse order to removal.

※ 1

- ⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.


 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)


 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between the bottom of boom cylinder (4) and blade (3) is less than 1 mm.
 - Shim thickness : 1 mm

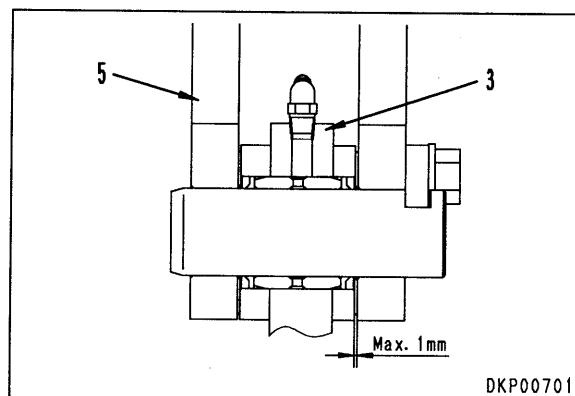
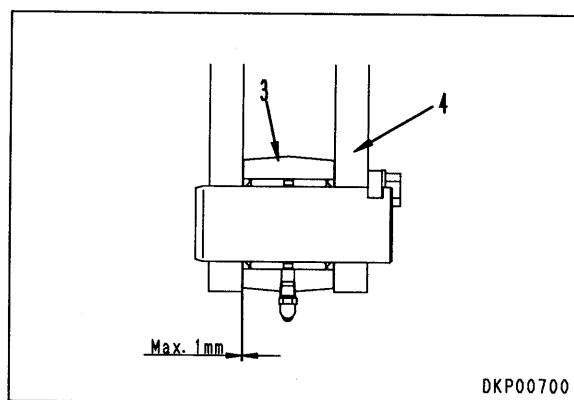
※ 2

- ⚠ When aligning the position of the pin hole, never insert your fingers in the pin hole.

 Pin, sliding surface when assembling :
Molybdenum disulphide grease (LM-P)

 Greasing after assembling:
Molybdenum disulphide grease (LM-G)

- ★ Adjust the shim thickness so that the clearance between blade (3) and track frame (5) is less than 1 mm.
 - Shim thickness : 1 mm



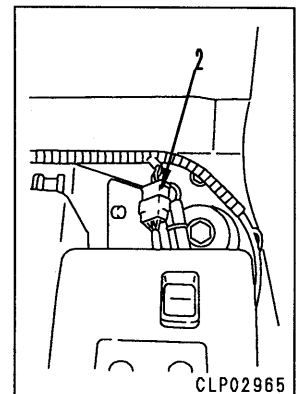
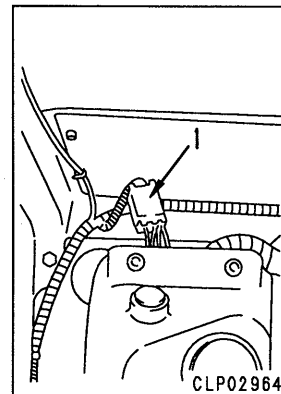
REMOVAL OF OPERATOR'S CAB ASSEMBLY

- ⚠** Disconnect the cable from the negative (–) terminal of the battery.

1. Disconnect wiring connectors (1) and (2).
2. Lift off operator's cab assembly (3).
 - ★ There are 4 types of length for the mounting bolts, so check the mounting positions when removing.

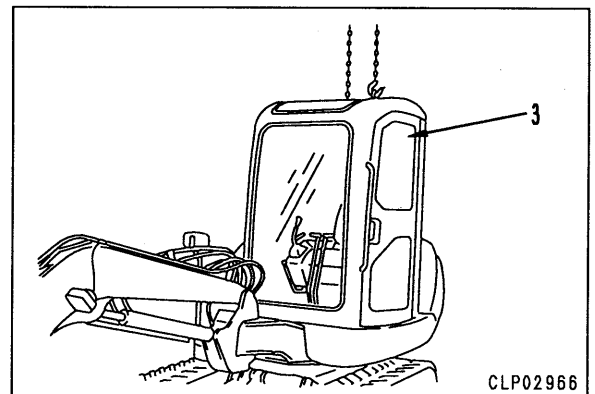


Operator's cab assembly : **180 kg**



INSTALLATION OF OPERATOR'S CAB ASSEMBLY

- Carry out installation in the reverse order to removal.

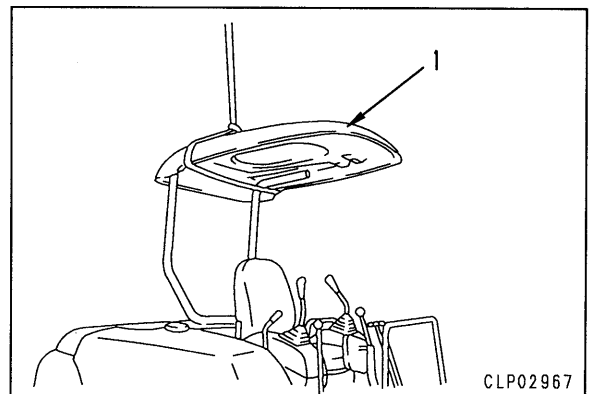


REMOVAL OF CANOPY ASSEMBLY

1. Lift off canopy assembly (1).



Canopy assembly : **35 kg**



INSTALLATION OF CANOPY ASSEMBLY

- Carry out installation in the reverse order to removal.

REMOVAL OF FLOOR FRAME ASSEMBLY

- ⚠ Disconnect the cable from the negative (-) terminal of the battery.
- ⚠ Release the remaining pressure in the hydraulic tank. For details, see TESTING AND ADJUSTING, Releasing remaining pressure in hydraulic tank.

1. Remove operator's cab assembly. For details, see REMOVAL OF OPERATOR'S CAB ASSEMBLY.

- ★ Operator's cab specification machine only
Remove canopy assembly. For details, see REMOVAL OF CANOPY ASSEMBLY.
- ★ Canopy specification machine only

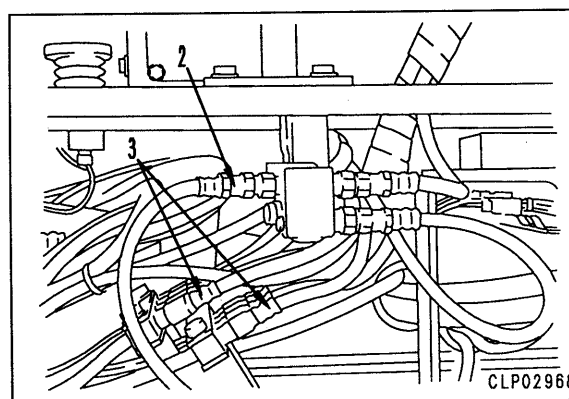
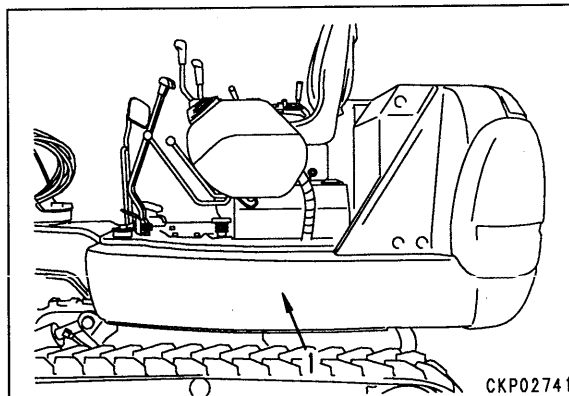
2. Remove 2 floor frame covers.

3. Remove left side cover (1).

4. Disconnect hose (2).
★ Fit a blind plug.

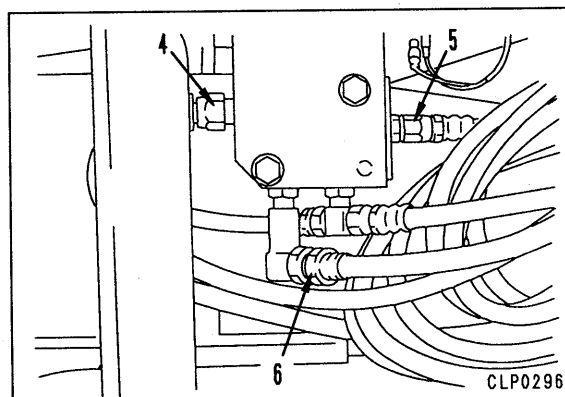
5. Disconnect 8 PPC hoses (3).

※ 1



6. Disconnect drain hose (4).
★ Fit a blind plug.

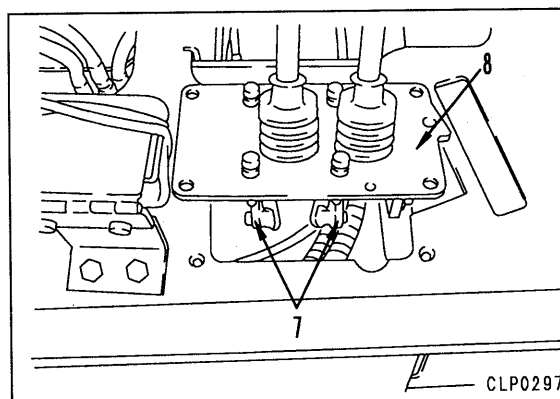
7. Disconnect pump hose (5) and travel boost hose (6).



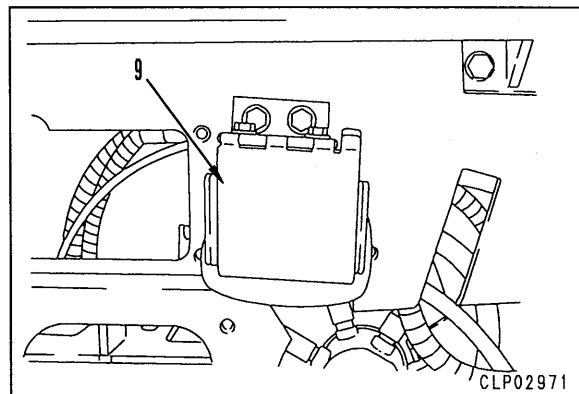
8. Disconnect travel cables (7), and remove travel lever stand assembly (8).

※ 2

- ★ Disconnect the travel cable from the floor frame also.



9. Disconnect boom swing pedal assembly (9) and lower on top of revolving frame.

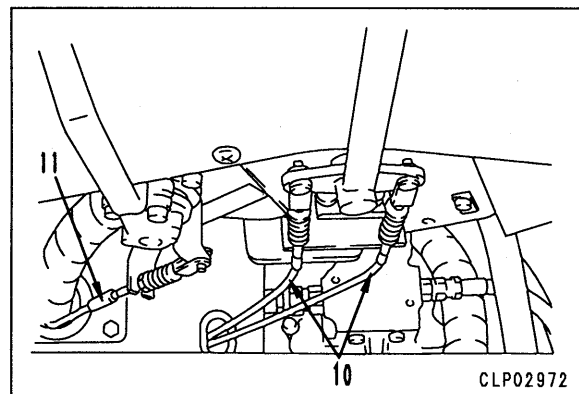


10. Disconnect 2 blade cables (10).

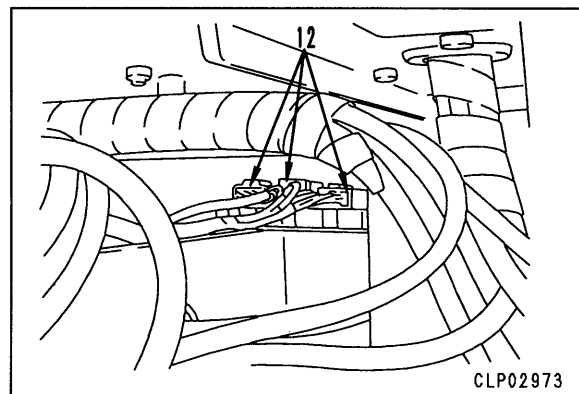
※ 3

11. Disconnect fuel cable (11).

※ 4

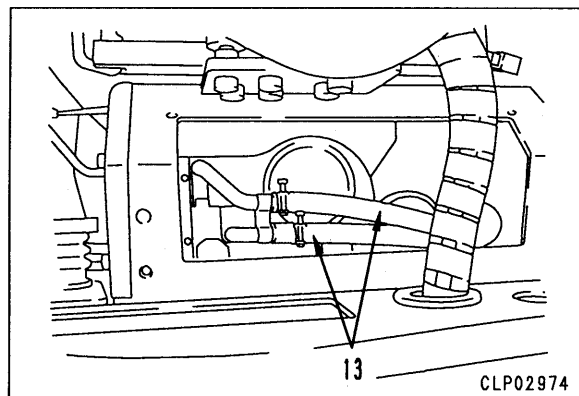


12. Disconnect 3 wiring connectors (12).




13. Remove heater cover and disconnect heater hoses (13).

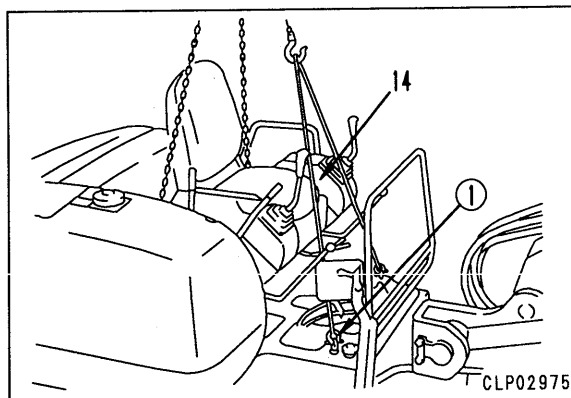
- ★ Operator's cab specification machine only
- ★ Close the stop valve at the engine end.



14. Using eyebolts ①, remove floor frame assembly (14).

★ There are cable clamps and hose clamps behind the floor frame, so remove them.

 Floor frame assembly : **130 kg**



INSTALLATION OF FLOOR FRAME ASSEMBLY

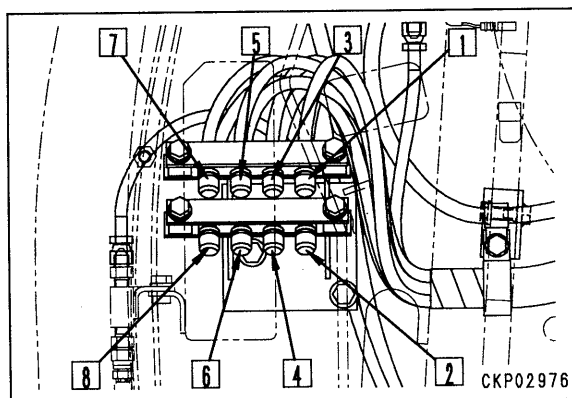
- Carry out installation in the reverse order to removal.

※ 1

★ The hoses are marked with number tapes, so align as shown in the diagram on the right, then connect.

※ 2 ※ 3 ※ 4

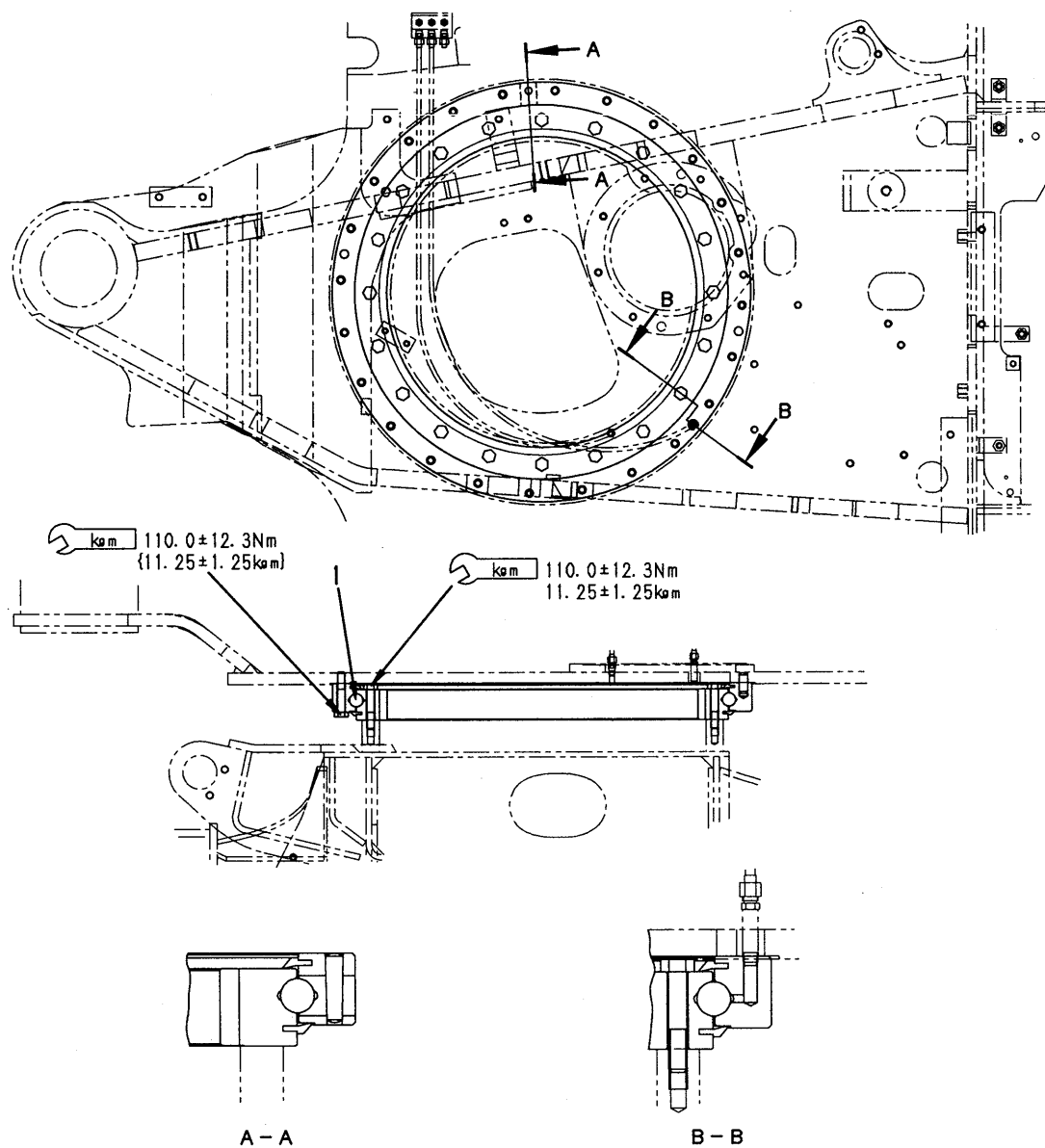
- ★ Adjust the travel cable, blade cable, and fuel cable. For details, see TESTING AND ADJUSTING, Adjusting control lever and pedal.
- ★ **Refilling with oil (hydraulic tank)**
Add oil through the oil filler to the specified level. Run the engine to circulate the oil through the system. Then check the oil level again.



40 MAINTENANCE STANDARD

Swing circle	40- 2
Swing machinery	40- 4
Sprocket	40- 6
Track frame, recoil spring	40- 8
Idler	40-10
Track roller	40-11
Carrier roller	40-12
Track shoe	40-13
Center swivel joint	40-18
Hydraulic pump	40-19
Work equipment, swing PPC valve	40-20
Swing motor	40-21
9-spool control valve	40-22
Hydraulic cylinder	40-28
Work equipment	40-32

SWING CIRCLE



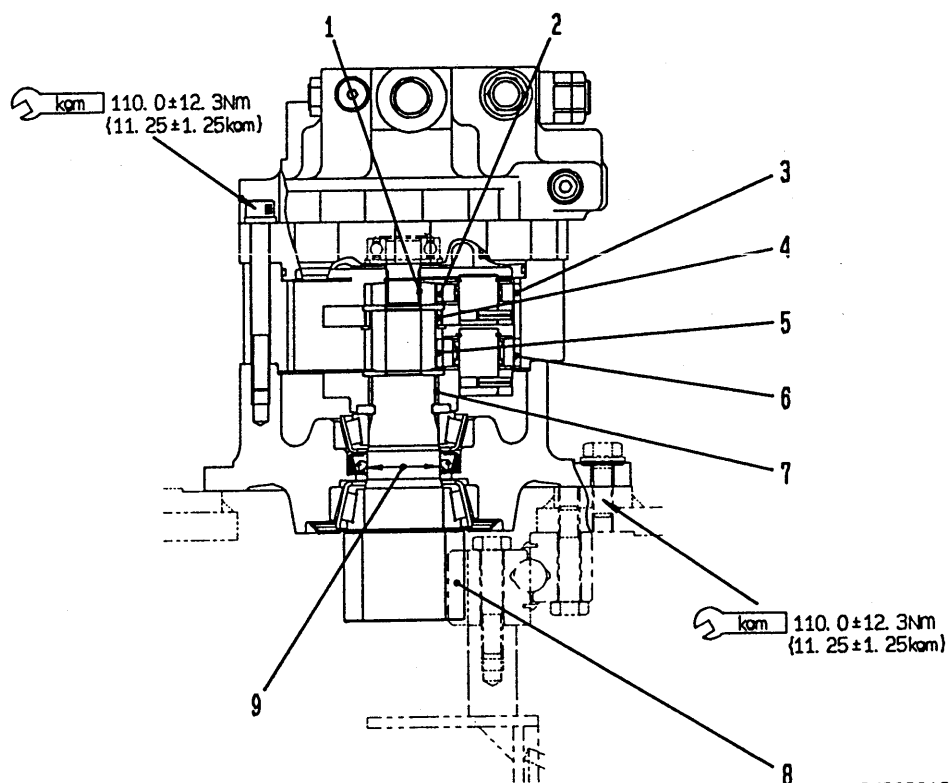
SKP02911

Unit: mm

No.	Check item	Criteria		Remedy
		Standard clearance	Clearance limit	
1	Clearance of bearing in axial direction	0.03 - 0.13	0.23	Replace

SWING MACHINERY

PC30R-8
PC35R-8

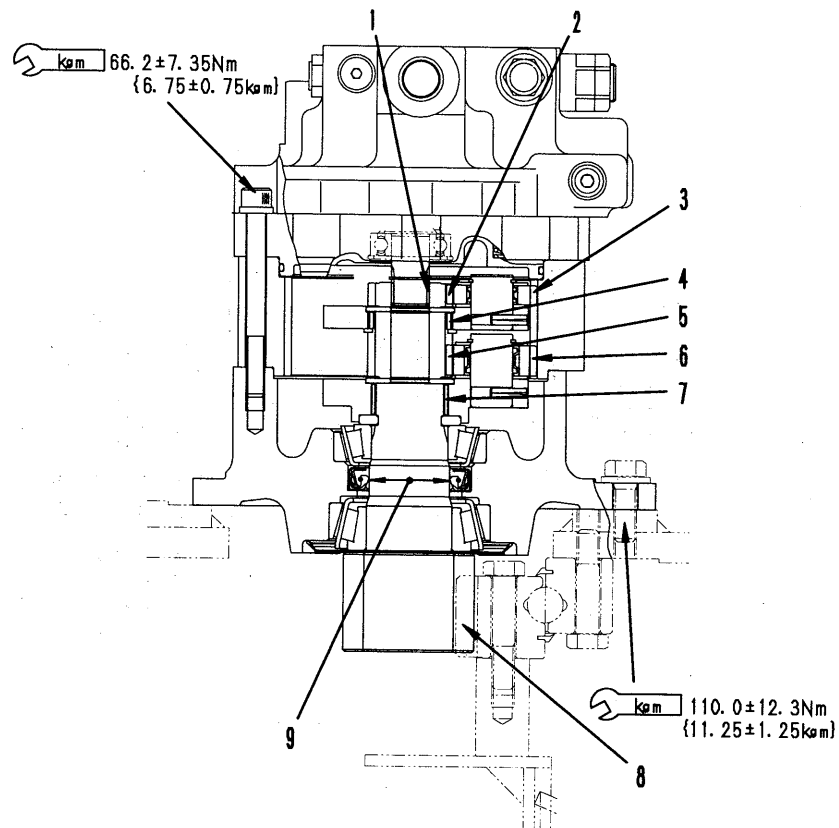


SKP02913

Unit: mm

No.	Check item	Criteria		Remedy
		Standard clearance	Clearance limit	
1	Backlash between swing motor shaft and No. 1 sun gear	0.04 – 0.11	—	Replace
2	Backlash between No. 1 sun gear and No. 1 planetary gear	0.09 – 0.25	0.6	
3	Backlash between No. 1 planetary gear and ring gear	0.10 – 0.33	0.6	
4	Backlash between No. 1 planetary carrier and No. 2 sun gear	0.10 – 0.21	—	
5	Backlash between No. 2 sun gear and No. 2 planetary gear	0.09 – 0.25	0.6	
6	Backlash between No. 2 planetary gear and ring gear	0.10 – 0.33	0.6	
7	Backlash between No. 2 planetary carrier and swing pinion	0.07 – 0.21	—	
8	Backlash between swing pinion and swing circle	0.17 – 0.72	2.0	Repair hard chrome plating or replace
9	Wear of oil seal contact surface of swing pinion collar	Standard size $\phi 42 \begin{smallmatrix} 0 \\ -0.074 \end{smallmatrix}$	Repair limit —	

PC40R-8
PC45R-8

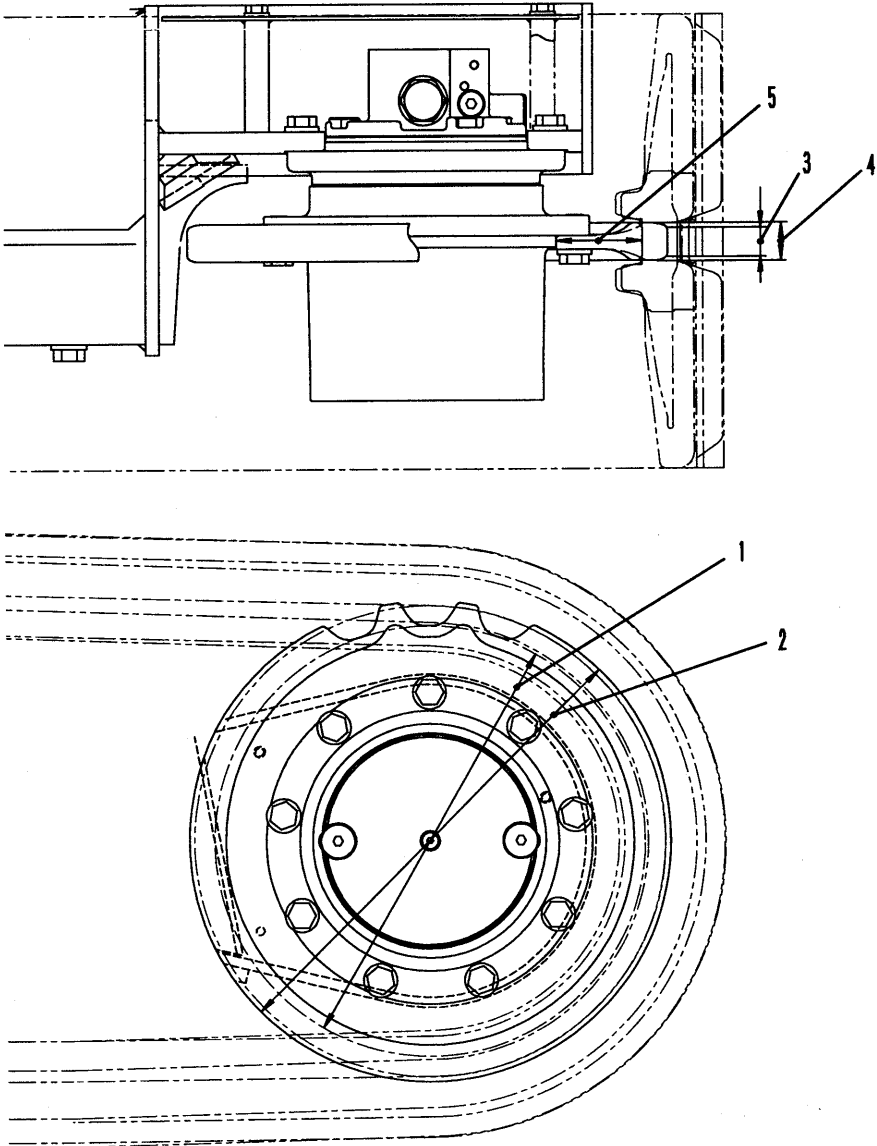


SKP02912

Unit: mm

No.	Check item	Criteria		Remedy
		Standard clearance	Clearance limit	
1	Backlash between swing motor shaft and No. 1 sun gear	0.04 – 0.11	—	Replace
2	Backlash between No. 1 sun gear and No. 1 planetary gear	0.12 – 0.28	0.6	
3	Backlash between No. 1 planetary gear and ring gear	0.14 – 0.38	0.6	
4	Backlash between No. 1 planetary carrier and No. 2 sun gear	0.10 – 0.26	—	
5	Backlash between No. 2 sun gear and No. 2 planetary gear	0.12 – 0.28	0.6	
6	Backlash between No. 2 planetary gear and ring gear	0.14 – 0.38	0.6	
7	Backlash between No. 2 planetary carrier and swing pinion	0.07 – 0.21	—	
8	Backlash between swing pinion and swing circle	PC40R	0.21 – 0.84	2.0
		PC45R	0.14 – 0.73	2.0
9	Wear of oil seal contact surface of swing pinion collar	Standard size	Repair limit	Repair hard chrome plating or replace
		$\phi 52 \begin{smallmatrix} 0 \\ -0.074 \end{smallmatrix}$	—	

SPROCKET



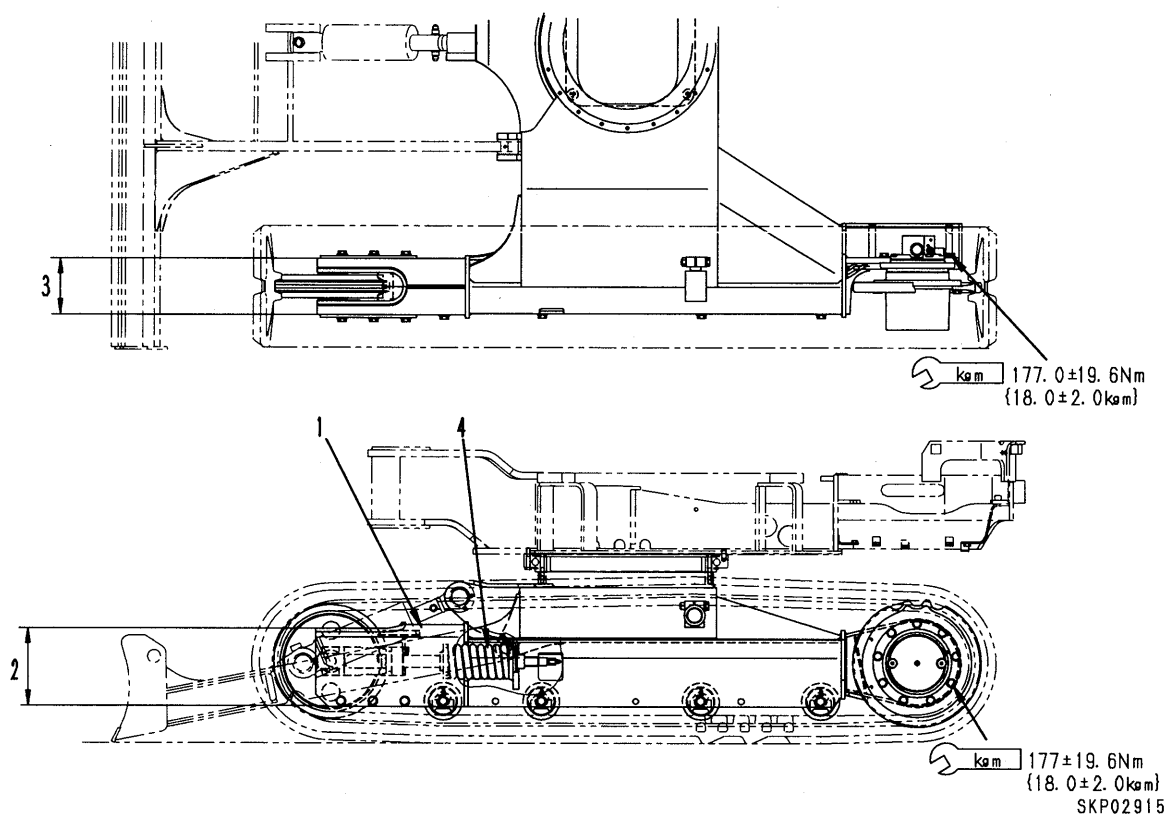
SKP02914

Unit: mm

No.	Check item		Criteria			Remedy
1	Wear of diameter of sprocket tooth root	Model	Standard size	Repair limit	Repair limit	Rebuild or replace
		PC30R PC35R	344.3	+1.0 -2.0	332	
		PC40R PC45R	380.37	+1.0 -2.0	368	
2	Wear of diameter of sprocket tooth tip	PC30R PC35R	386.2	+1.5	374	
		PC40R PC45R	423.99	0 -3	412	
3	Wear of width of sprocket tooth tip	PC30R PC35R	20	—	18	
		PC40R PC45R	26	—	24	
4	Wear of width of sprocket tooth root	PC30R PC35R	27	+0.5 -1.0	24	
		PC40R PC45R	33	+0.5 -1.0	30	
5	Thickness of metal at sprocket tooth root	PC30R PC35R	67.15	+0.983 -2.150	61.0	
		PC40R PC45R	75.185	+0.983 -2.150	69.0	

TRACK FRAME, RECOIL SPRING

RUBBER SHOE

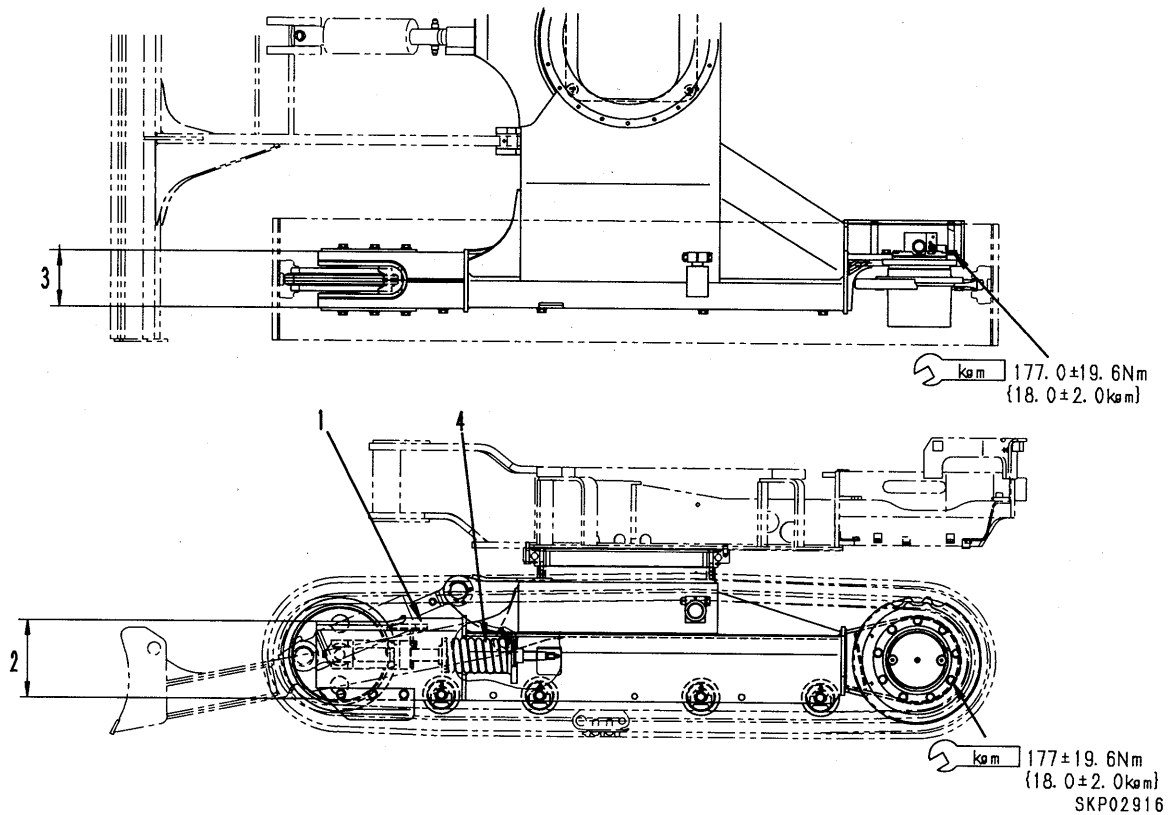


Unit: mm

Unit: mm

No.	Check item	Criteria				Remedy		
1	Deformation of frame		Repair limit			Correct		
		Curvature	5 (for length of 1,000)					
		Twisting	5 (for level length of 300)					
		Opening of idler	5					
2	Top-bottom width of idler guide portion		Standard size	Repair limit		Rebuild		
		Track frame	96	100				
		Idler support	94	90		Rebuild or replace		
3	Left-right width of idler guide portion	Track frame	161	165		Rebuild		
		Idler support	159	155		Rebuild or replace		
4	Recoil spring	Standard size			Repair limit		Replace	
		Free length	Installed length	Installed load	Free length	Installed load		
		PC30R PC35R	257	188.1	30.9 kN {3,151 kg}	251.5		28.4 kN {2,899 kg}
		PC40R PC45R	302	202.2	42.4 kN {4,326 kg}	294.0		30.9 kN {3,980 kg}

DOUBLE SHOE, TRIPLE SHOE, SWAMP SHOE, ROAD LINER

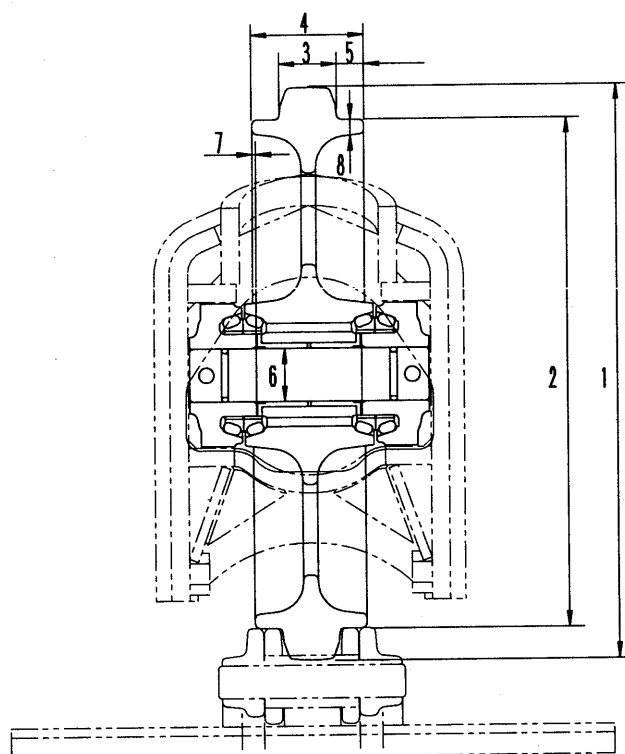


Unit: mm

Unit: mm

No.	Check item	Criteria					Remedy	
1	Deformation of frame		Repair limit			Correct		
		Curvature	5 (for length of 1,000)					
		Twisting	5 (for level length of 300)					
		Opening of idler	5					
2	Top-bottom width of idler guide portion		Standard size		Repair limit		Rebuild	
		Track frame	96		100			
		Idler support	94		90		Rebuild or replace	
3	Left-right width of idler guide portion	Track frame	161		165		Rebuild	
		Idler support	159		155		Rebuild or replace	
4	Recoil spring		Standard size			Repair limit		Replace
			Free length	Installed length	Installed load	Free length	Installed load	
		PC30R PC35R	257	213.1	19.7 kN {2,008 kg}	252.2	17.5 kN {1,787 kg}	
		PC40R PC45R	302	238.2	26.9 kN {3,748 kg}	295.0	24.0 kN {2,446 kg}	

IDLER

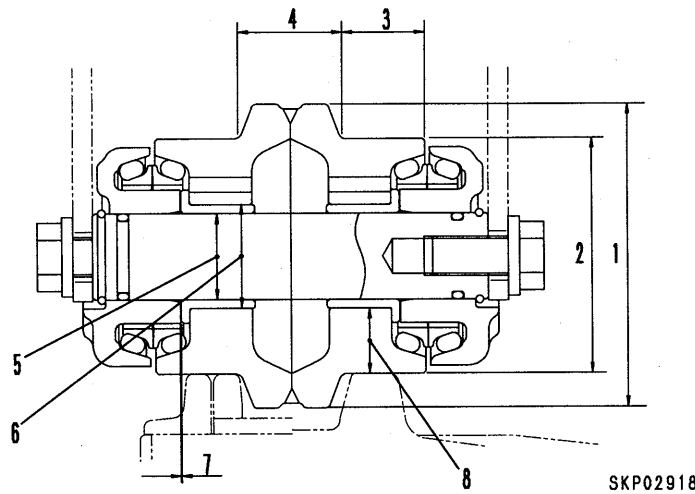


SKP02917

Unit: mm

No.	Check item		Criteria					Remedy
1	Outside diameter of protruding portion		Standard size		Repair limit			Rebuild or replace
		PC30R, 35R	347		339			
		PC40R, 45R	377		369			
2	Outside diameter of tread	PC30R, 35R	305		297			
		PC40R, 45R	335		327			
3	Width of protruding portion	PC30R, 35R	28		20			
		PC40R, 45R	39		31			
4	Overall width	PC30R, 35R	64		59			
		PC40R, 45R	75		70			
5	Width of tread		18		22			Replace
6	Clearance between idler shaft and bushing		Standard size	Tolerance		Standard clearance	Clearance limit	
				Shaft	Hole			
			35	-0.025 -0.064	-0.142 -0.080	0.105 – 0.206	1.5	
7	Side clearance of idler		Standard size		Repair limit			
			0.25		1.0			
8	Thickness of metal on idler tread (center of tread width)	PC30R, 35R	8.6		4.6			Rebuild or replace
		PC40R, 45R	10.3		6.3			

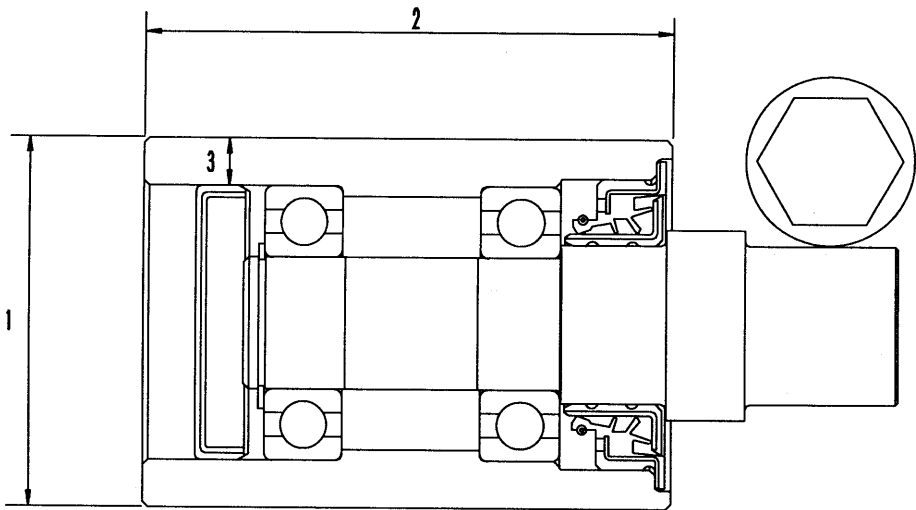
TRACK ROLLER



Unit: mm

No.	Check item		Criteria				Remedy
1	Outside diameter of protruding portion		Standard size		Repair limit		Rebuild or replace
		PC30R, 35R	112		106		
		PC40R, 45R	123		117		
2	Outside diameter of tread	PC30R, 35R	85		77		
		PC40R, 45R	95		87		
3	Width of tread	PC30R, 35R	34		37		
		PC40R, 45R	34.5		37.5		
4	Width of flange	PC30R, 35R	26		20		
		PC40R, 45R	41		35		
5	Clearance between shaft and bushing		Standard size	Tolerance		Standard clearance	Clearance limit
				Shaft	Hole		
		PC30R, 35R	25	0 −0.013	+0.183 +0.144	0.144 – 0.196	1.5
PC40R, 45R	35	−0.025 −0.054	+0.142 +0.080	0.105 – 0.192			
6	Interference between roller and bushing		Standard size	Tolerance		Standard interference	Interference limit
				Shaft	Hole		
		PC30R, 35R	32	−0.073 −0.048	+0.030 0	0.018 – 0.073	—
PC40R, 45R	42	−0.079 −0.054	0.024 – 0.079	—			
7	Side clearance of shaft		Standard clearance		Clearance limit		Replace bushing
		PC30R, 35R	0.20		0.74		
		PC40R, 45R	0.25		0.81		
8	Thickness of metal at track roller tread		Standard size		Repair limit		Rebuild or replace
			26.5		22.5		

CARRIER ROLLER



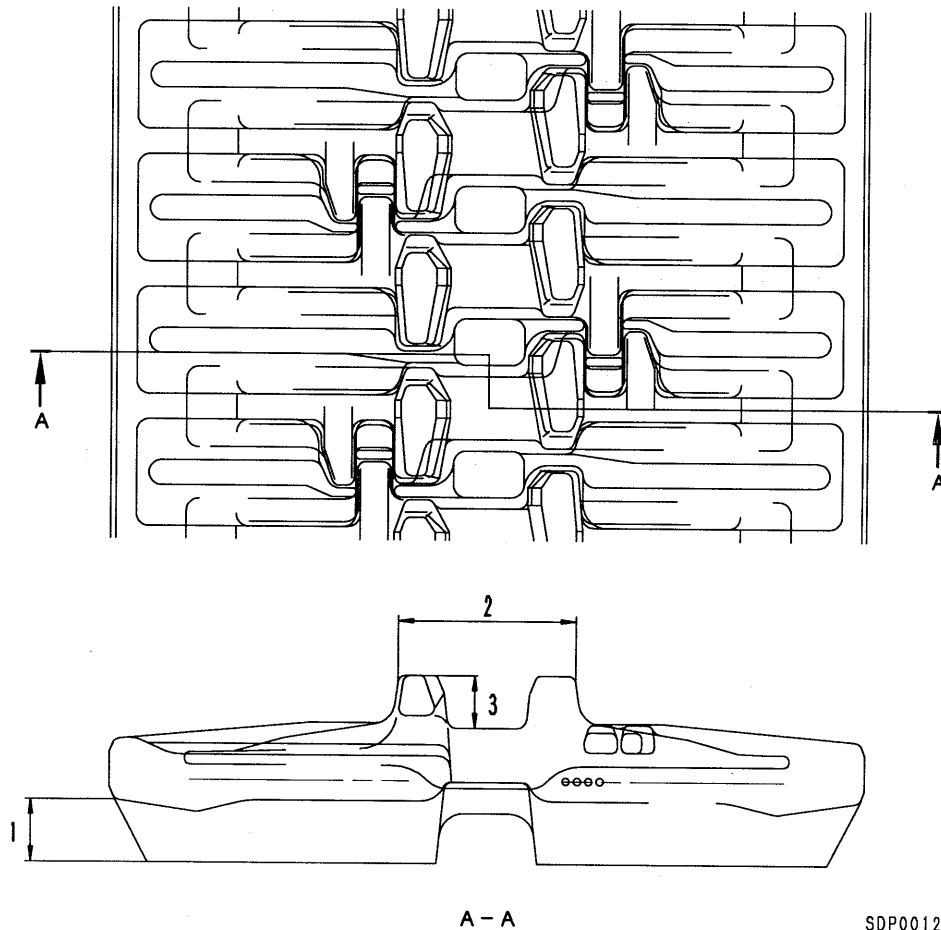
SKP02919

Unit: mm

No.	Check item	Criteria		Remedy
		Standard size	Repair limit	
1	Outside diameter of tread	70	65	Rebuild or replace
2	Width of tread	100	—	—
3	Thickness of metal at carrier roller tread	9	6.5	Rebuild or replace

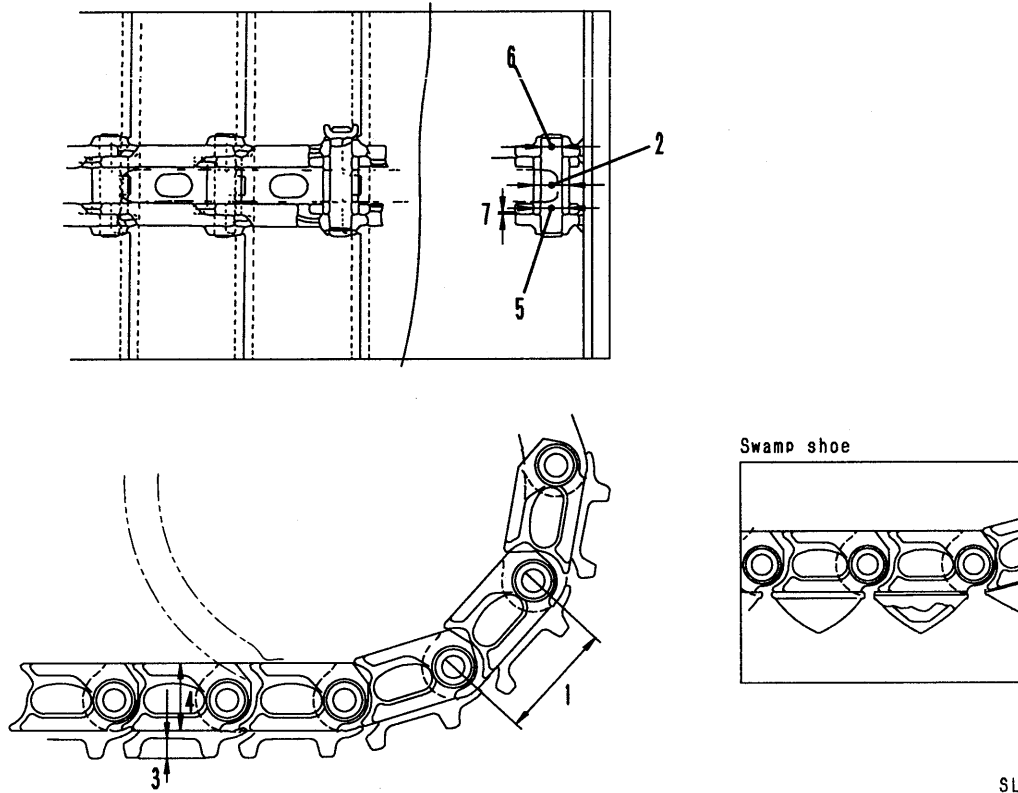
TRACK SHOE

RUBBER SHOE



Unit: mm							
No.	Check item		Criteria			Remedy	
1	Wear of lug height		Standard size		Repair limit	Rebuild or replace	
			25		5		
2	Wear of roller guard portion	PC30R PC35R	70		62	Replace	
		PC40R PC45R	86		68	Rebuild or replace	
3	Wear of sprocket meshing portion		Standard size		Repair limit	Repair limit	Rebuild or replace
			21		±0.5	25	
			23			27	

DOUBLE SHOE, SWAMP SHOE
PC30R, 35R

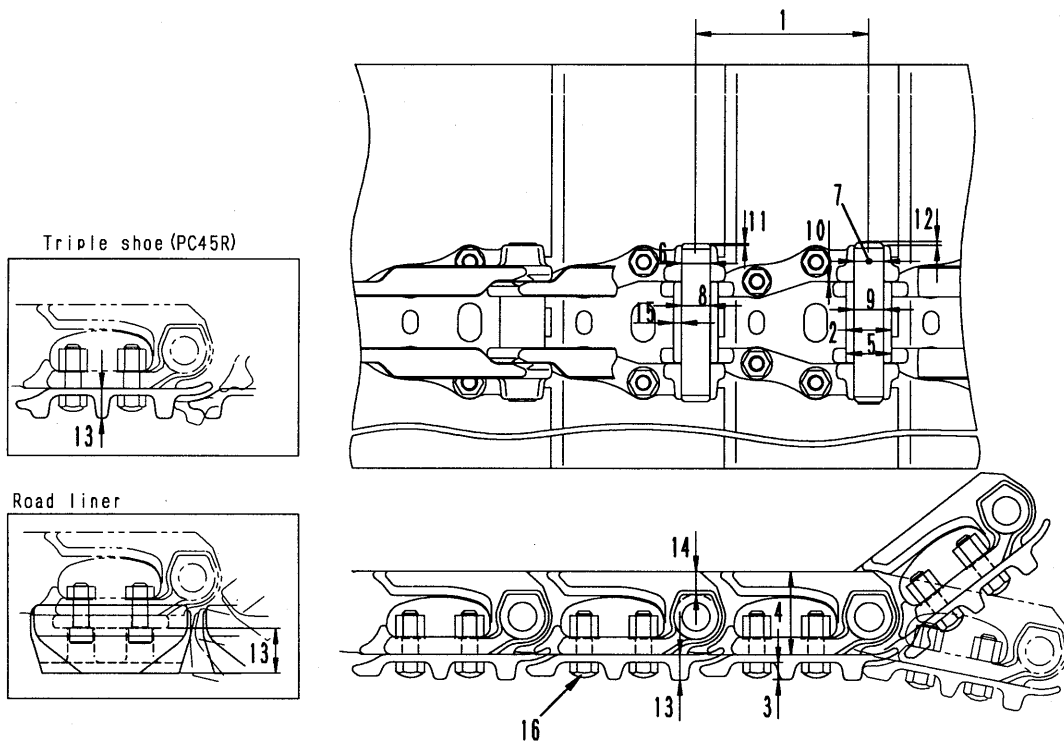


SLP04585

Unit: mm

No.	Check item		Criteria				Remedy	
1	Link pitch		Standard size	Turnover limit		Repair limit	If over repair limit, replace bushing or pin, or replace whole link assembly	
			102	—		107		
2	Outside diameter of bushing		32	—		26		
3	Grouser height		Standard size		Repair limit		Weld lug or replace	
		Double	16.5		10			
		Swamp	40		33			
4	Link height		61		55		Rebuild or replace	
5	Interference between bushing and link		Standard size	Tolerance		Standard interference	Interference limit	Replace
			32	Shaft +0.15 +0.12	Hole +0.05 0	0.07 – 0.16	—	
6	Interference between regular pin and link		19	+0.15 +0.12	+0.05 0	0.07 – 0.16	—	
7	Clearance between master pin and link		Standard size	Tolerance		Standard clearance	Clearance limit	
			Shaft 18.93 Hole 19	+0.15 0	+0.05 0	0.02 – 0.12	—	
8	Clearance between regular pin and bushing		Shaft 18.93 Hole 19.5	+0.15 +0.12	±0.2	0.15 – 0.58	—	
9	Clearance between master pin and bushing		Shaft 18.93 Hole 19.5	+0.05 0	±0.2	0.32 – 0.77	—	
10	Clearance of link mating surface		Standard clearance (one side)		Standard clearance (both sides)	Clearance limit (one side)		
			0.2 – 0.9		0.4 – 1.8	—		
11	Protrusion of regular pin		1.5				Adjust	
12	Thickness of metal of grouser		Standard size		Repair limit			
		Double	22.5		16			
		Swamp	12		5			
13	Thickness of metal at link (bushing press-fitting portion)		15.5		9.5		Rebuild or replace	
14	Thickness of metal of bushing		6.25		3.25		Turn or replace	

TRIPLE SHOE, ROAD LINER
PC40R, 45R

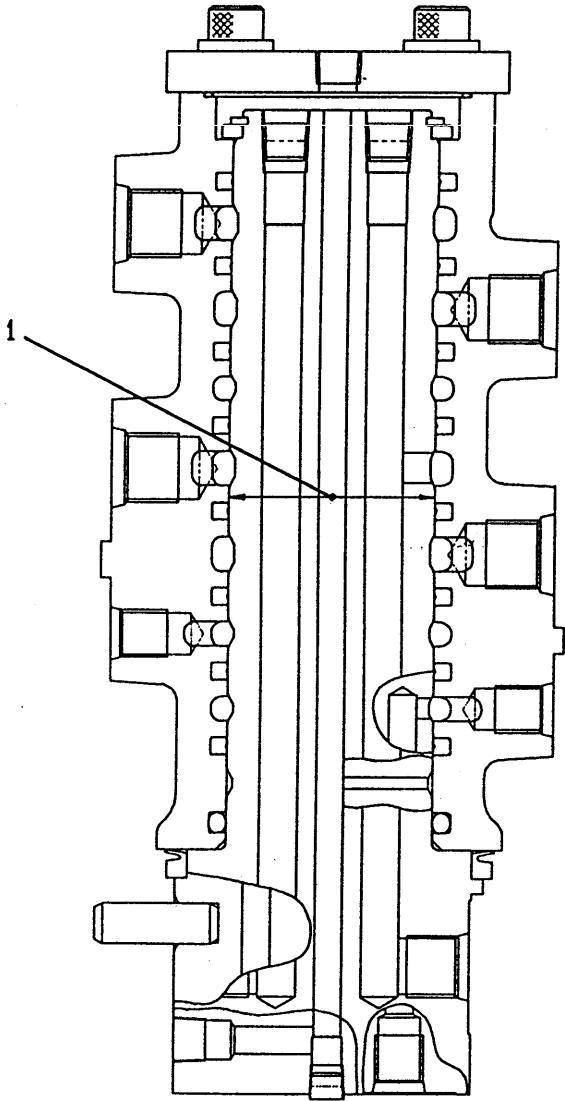


SKP04586

Unit: mm

No.	Check item		Criteria				Remedy	
1	Link pitch		Standard size	Turnover limit		Repair limit	It is possible to turn bushing and pin and use until turning limit is reached. If over repair limit, replace bushing or pin, or replace whole link assembly	
			135	138		143		
2	Outside diameter of bushing		35	32		29		
3	Grouser height		Standard size		Repair limit		Weld lug or replace	
		Triple	PC40R 14 PC45R 18		10			
		Road liner	35		17		Replace	
4	Link height		65		59		Rebuild or replace	
5	Interference between bushing and link		Standard size	Tolerance		Standard interference	Interference limit	Replace
				Shaft	Hole			
			Shaft 35 Hole 34.85	+0.030 0	+0.040 0	0.110 – 0.180	—	
6	Interference between regular pin and link		Shaft 22.5 Hole 22.3	+0.060 0	+0.052 0	0.148 – 0.260	—	
7	Interference between master pin and link		Shaft 22.5 Hole 22.3	–0.030 –0.070	+0.0552 0	0.078 – 0.170	—	
8	Clearance between regular pin and bushing	Standard size	Tolerance		Standard clearance	Clearance limit		
			Shaft	Hole				
		Shaft 22.5 Hole 22.9	+0.060 0	±0.2	0.140 – 0.600	—		
9	Clearance between master pin and bushing		Shaft 22.5 Hole 22.9	–0.200 –0.400	±0.2	0.400 – 1.000	—	
10	Clearance of link mating surface		Standard clearance (one side)		Standard clearance (both sides)		Clearance limit (one side)	Adjust
			0.7 – 1.4		1.4 – 2.8		—	
11	Protrusion of regular pin		1.5					
12	Protrusion of master pin		3.25					
13	Thickness of metal of grouser		Standard size		Repair limit		Weld lug or replace	
		Triple	PC40R 20 PC45R 24		16			
		Road liner	—		—		Replace	
14	Thickness of metal at link (bushing press-fitting portion)		18.075		12.075		Rebuild or replace	
15	Thickness of metal of bushing		6.05		3.05		Turn or replace	
16	Tightening torque of shoe bolt		137 ± 19.6 Nm {14 ± 2 kgm}					Tighten

CENTER SWIVEL JOINT

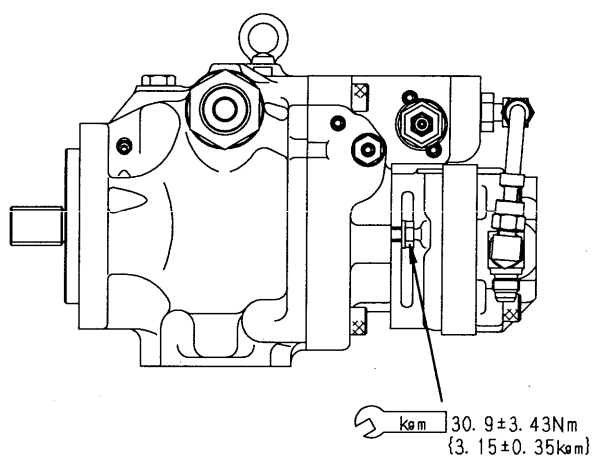
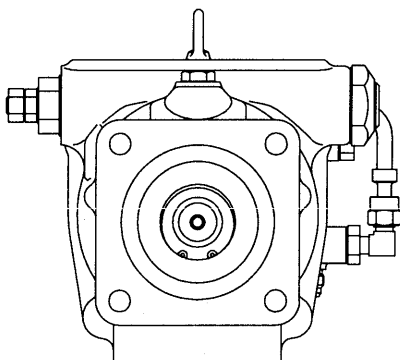
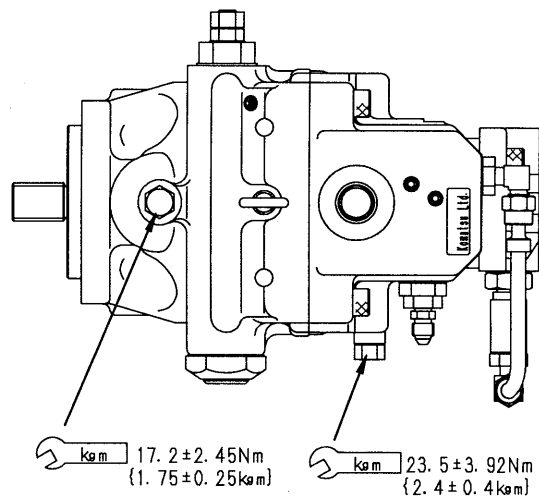
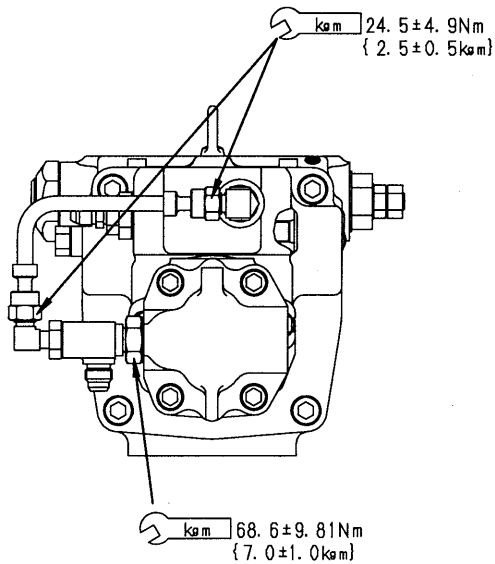
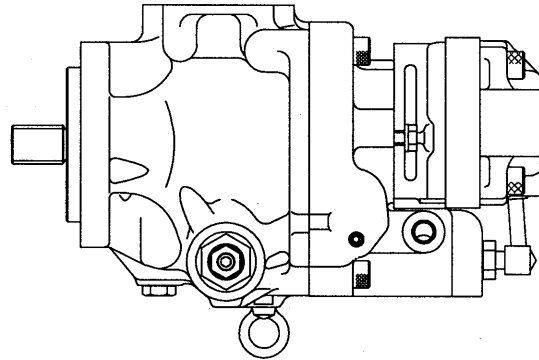


SKP02922

Unit: mm

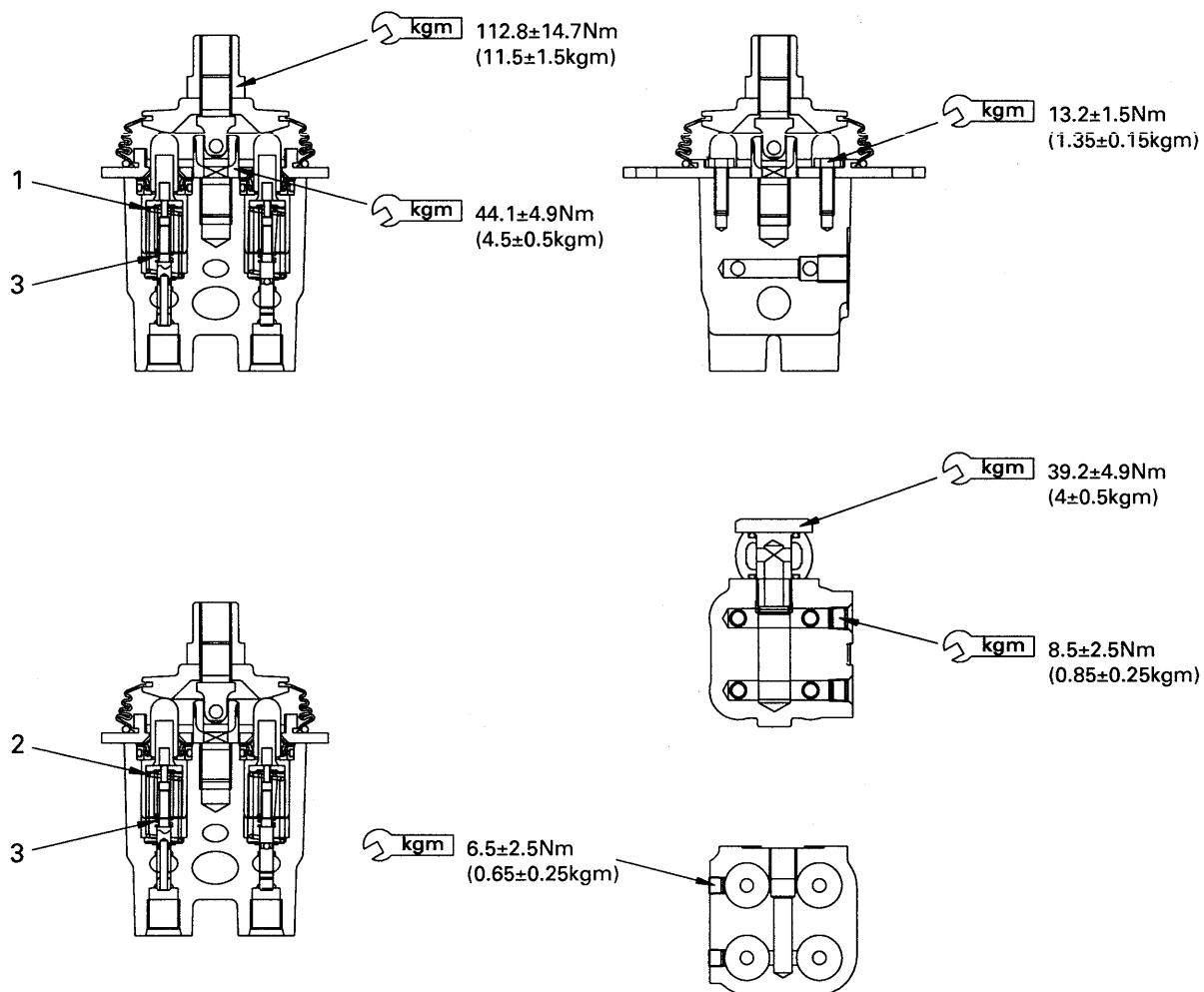
No.	Check item	Criteria			Remedy
		Standard size	Standard clearance	Repair limit	
1	Clearance between rotor and shaft	60			Replace

HYDRAULIC PUMP



SKP02923

WORK EQUIPMENT, SWING PPC VALVE

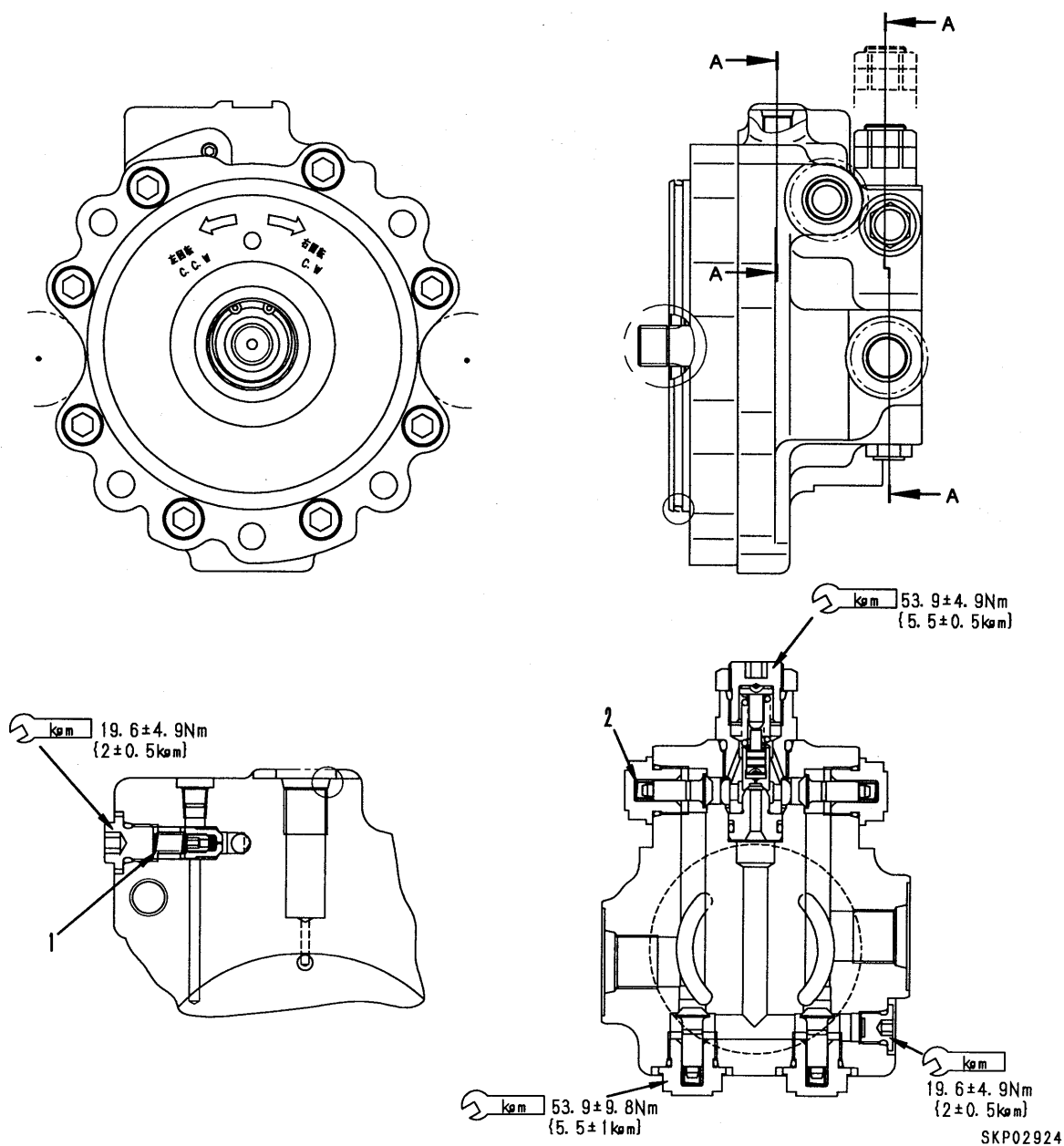


SYD00454

Unit: mm

No.	Check item	Criteria					Remedy
1	Centering spring (for P3, P4)	Standard size			Repair limit		Replace spring if damaged or deformed
		Free length × OD	Installed length	Installed load	Installed length	Installed load	
		42.4 × 15.5	34	29.4 N {3.0 kg}	—	23.5 N {2.4 kg}	
2	Centering spring (for P1, P2)	44.4 × 15.5	34	39.2 N {4.0 kg}	—	31.4 N {3.2 kg}	
3	Metering spring	26.5 × 8.2	24.9	16.7 N {1.7 kg}	—	13.7 N {1.4 kg}	

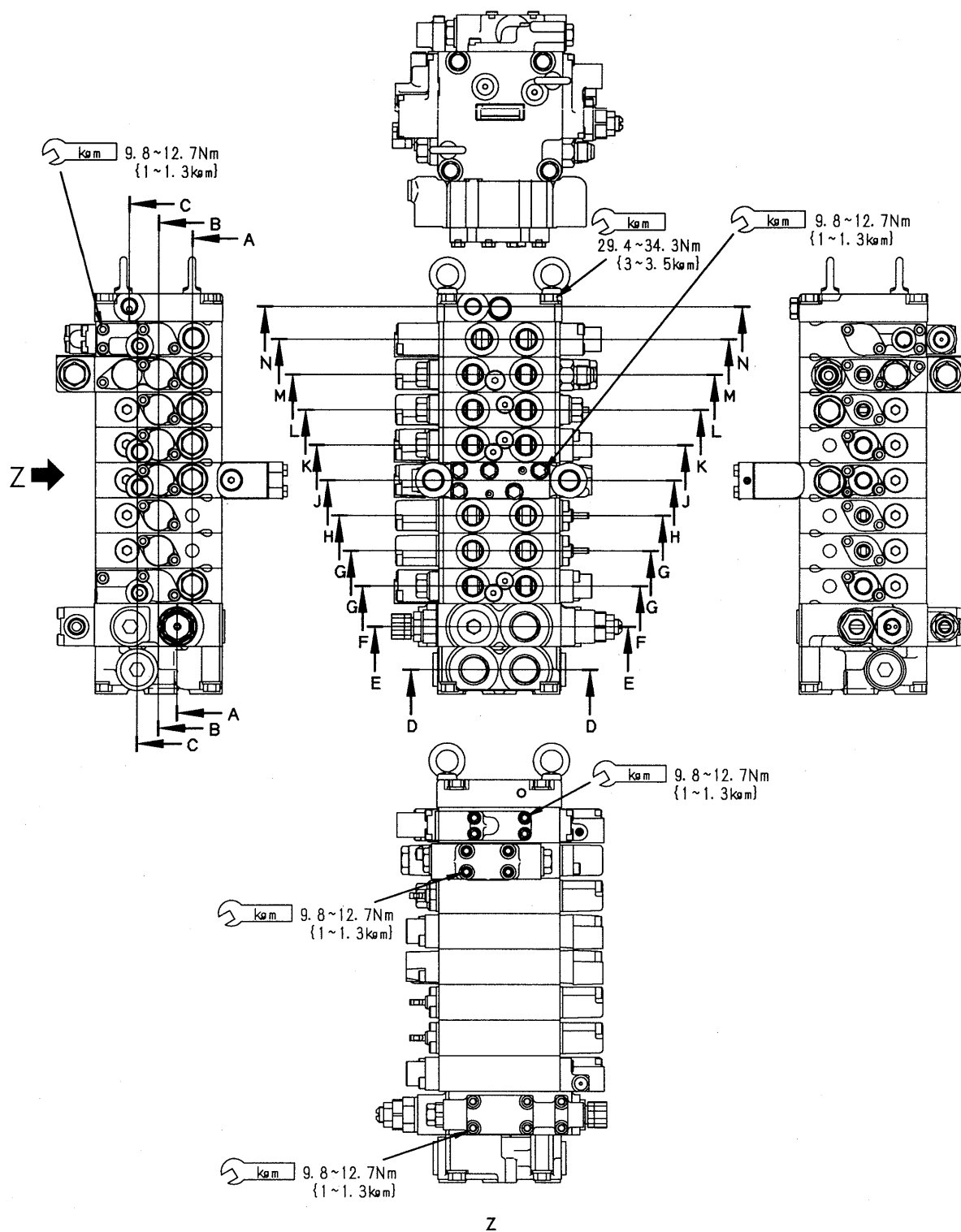
SWING MOTOR



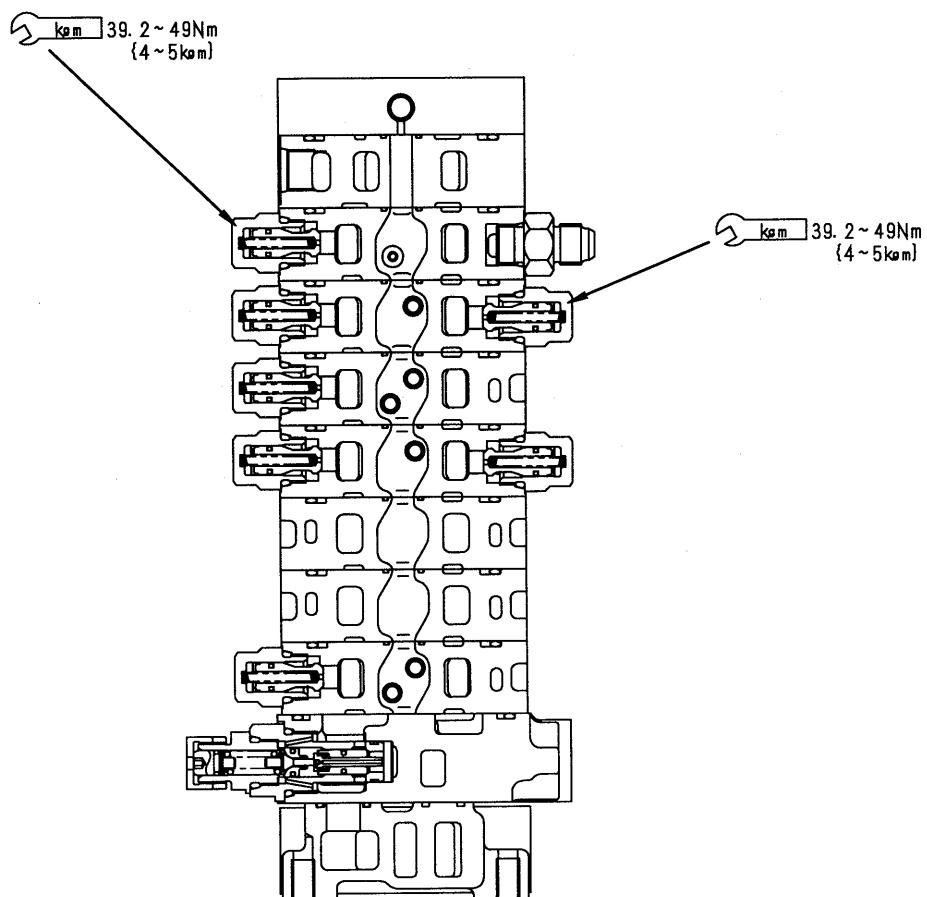
Unit: mm

No.	Check item	Criteria				Remedy
1	Timer valve spring	Standard size			Repair limit	Replace spring if damaged or deformed
		Free length × OD	Installed length	Installed load	Installed load	
		12.6 × 6.5	10.5	19.6 N {0.2 kg}	1.47 N {0.15 kg}	
2	Valve return spring	13.0 × 6.5	7.0	3.43 N {0.35 kg}	2.55 N {0.26 kg}	

9-SPOOL CONTROL VALVE

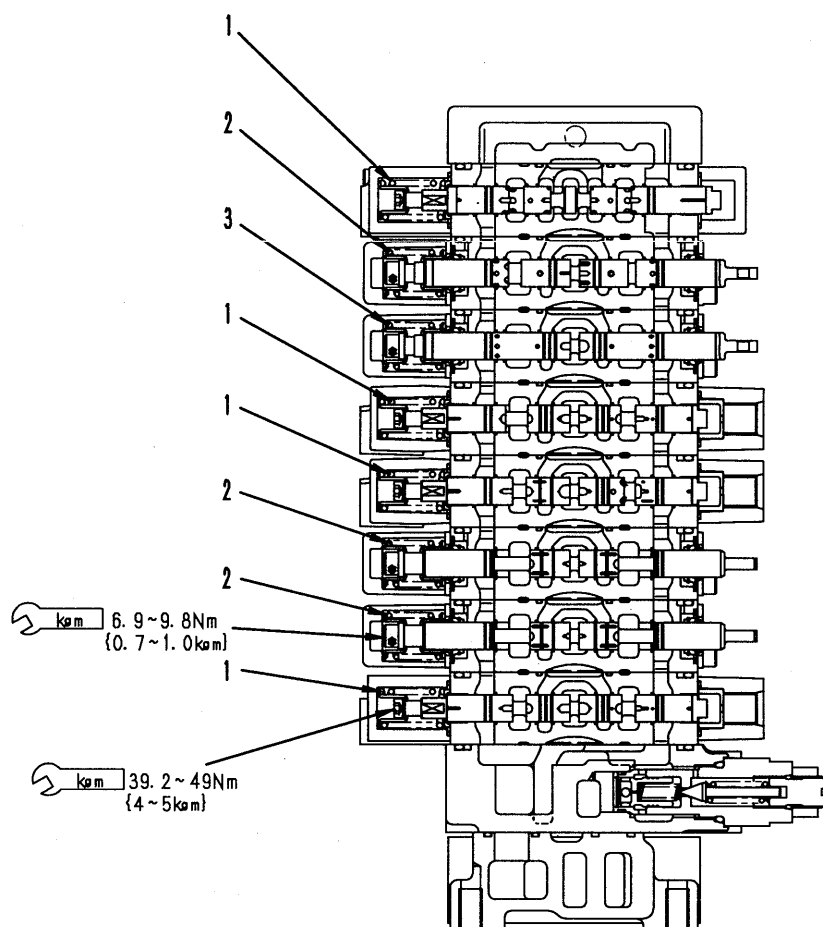


SKP02925



A - A

SKP02926

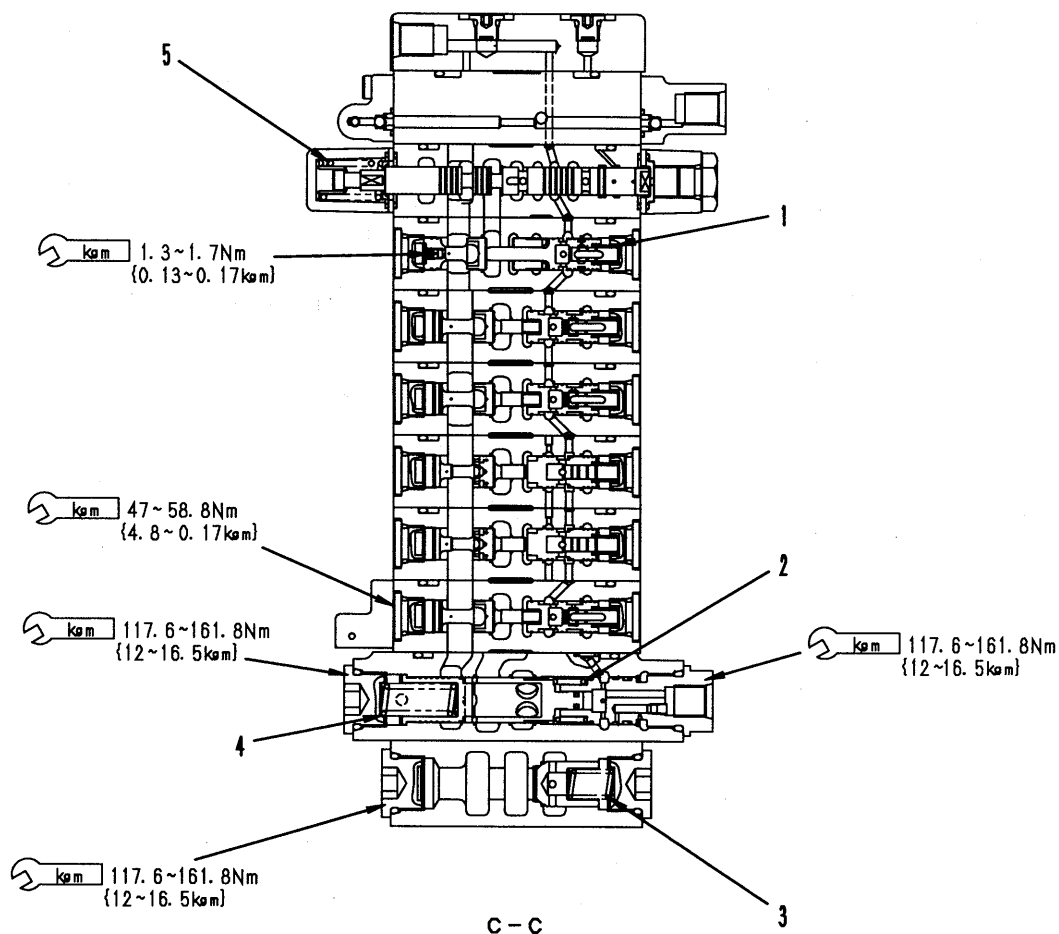


B - B

SKP02927

Unit: mm

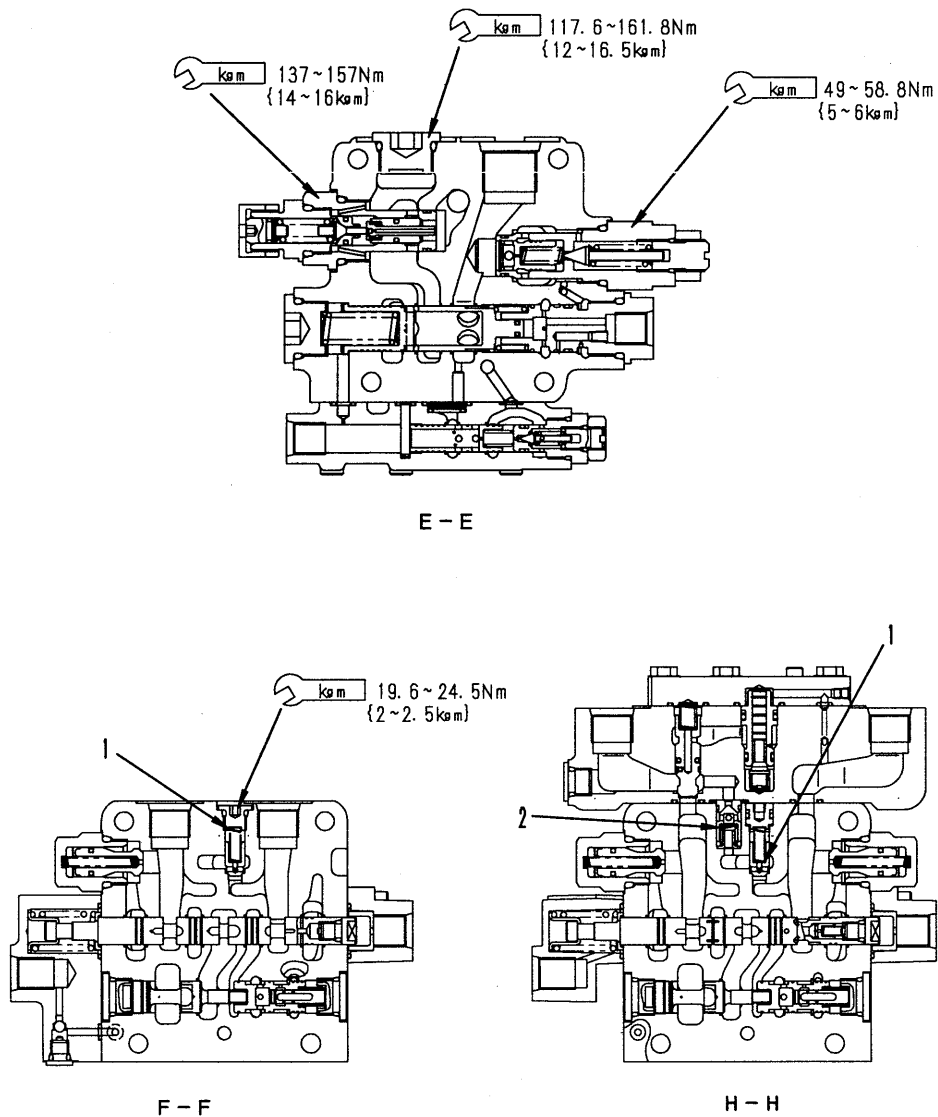
No.	Check item	Criteria					Remedy
1	Spool return spring (boom, arm, bucket, swing)	Standard size			Repair limit		Replace spring if damaged or deformed
		Free length × OD	Installed length	Installed load	Installed length	Installed load	
		29 × 17.5	28.5	22.6 N {2.3 kg}	—	18.1 N {1.8 kg}	
2	Spool return spring (blade, travel)	46.2 × 20	25.4	98 N {10 kg}	—	78.4 N {8.0 kg}	
3	Spool return spring (boom swing)	42 × 20	25.4	74.5 N {7.6 kg}	—	59.6 N {6.1 kg}	



SKP02928

Unit: mm

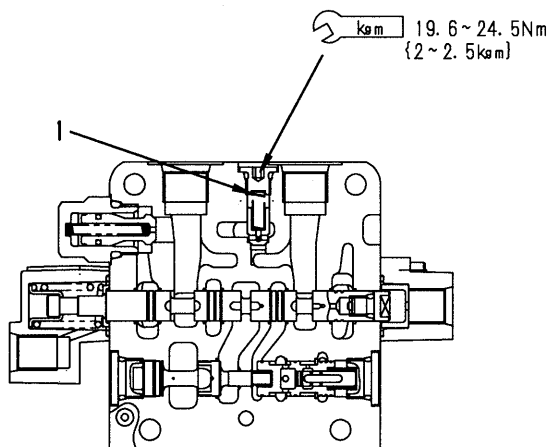
No.	Check item	Criteria					Remedy
1	Pressure compensation valve spring	Standard size			Repair limit		Replace spring if damaged or deformed
		Free length × OD	Installed length	Installed load	Installed length	Installed load	
		20 × 8.4	12	6.86 N {0.7 kg}	—	5.49 N {0.56 kg}	
2	Unload valve spring	28.57 × 19.2	15	193.2 N {19.7 kg}	—	154.6 N {15.8 kg}	
3	Cooler check valve spring	27.2 × 13.2	21	78.8 N {8.04 kg}	—	63 N {6.43 kg}	
4	Self-pressure reducing valve sequence valve spring	40.5 × 14.3	35.5	88.2 N {9.0 kg}	—	70.6 N {7.2 kg}	
5	Spool return spring (breaker)	29 × 17.5	28.5	22.6 N {2.3 kg}	—	18.1 N {1.8 kg}	



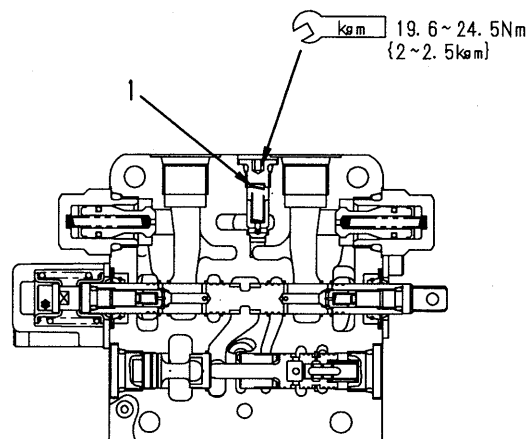
SKP02929

Unit: mm

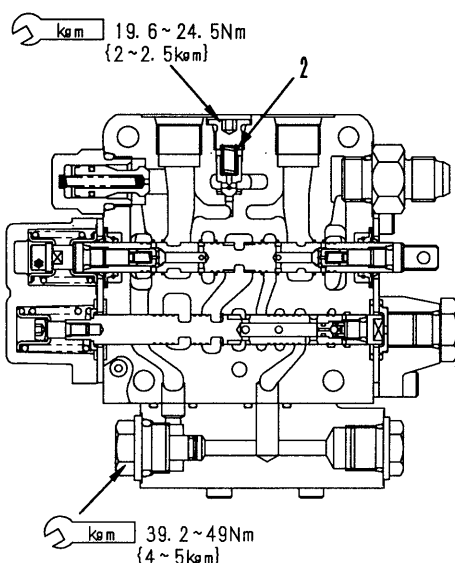
No.	Check item	Criteria					Remedy
1	Check valve spring	Standard size			Repair limit		Replace spring if damaged or deformed
		Free length × OD	Installed length	Installed load	Installed length	Installed load	
		21.9 × 5	15.8	1.96 N {0.2 kg}	—	1.57 N {0.16 kg}	
2	Check valve spring	13.7 × 7.6	9.8	13.83 N {1.41 kg}	—	11.1 N {1.13 kg}	



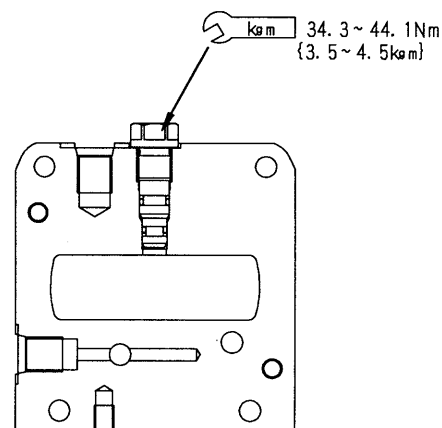
J - J



K - K



L - L



N - N

SKP02930

Unit: mm

No.	Check item	Criteria					Remedy
1	Check valve spring (bucket, boom swing)	Standard size			Repair limit		Replace spring if damaged or deformed
		Free length × OD	Installed length	Installed load	Installed length	Installed load	
		21.9 × 5	15.8	1.96 N {0.2 kg}	—	1.57 N {0.16 kg}	
2	Check valve spring (blade)	13.97 × 6.5	11.8	19.7 N {2.01 kg}	—	15.8N {1.61 kg}	

PC30R, 35R

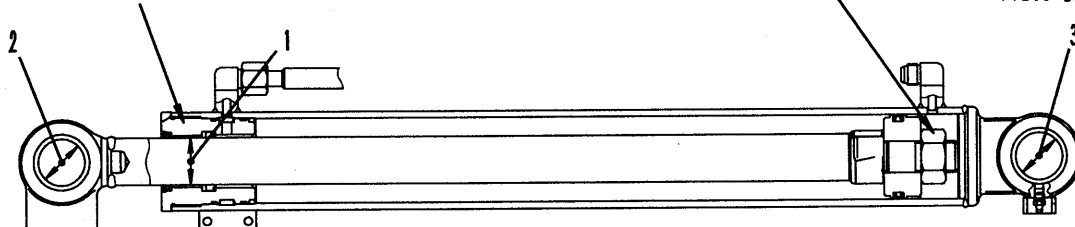
SKP04587Unit: mm

Unit: mm

No.	Check item	Criteria					Remedy
		Cylinder	Model	Standard size	Tolerance Hole	Clearance limit	
2	Clearance between piston rod support shaft and bushing	Boom	PC30R PC35R	40	+0.142 +0.080	1.0	Replace bushing
		Arm	PC30R PC35R	40	+0.142 +0.080	1.0	
		Bucket	PC30R PC35R	35	+0.142 +0.080	1.0	
		Boom swing	PC30R PC35R	45	+0.128 +0.075	1.0	
		Blade	PC30R PC35R	50	+0.142 +0.080	1.0	
3	Clearance between cylinder bottom end support shaft and bushing	Boom	PC30R PC35R	45	+0.128 +0.075	1.0	Replace bushing
		Arm	PC30R PC35R	40	+0.142 +0.080	1.0	
		Bucket	PC30R PC35R	35	+0.142 +0.080	1.0	
		Boom swing	PC30R PC35R	45	+0.142 +0.080	1.0	
		Blade	PC30R PC35R	50	+0.142 +0.080	1.0	

PC40R, 45R

	k _{cm}	Boom	PC40R: 677±68Nm {69±6.9k _{cm} }	k _{cm}	Boom	PC40R: 1245±125Nm {127±12.7k _{cm} }	(Width across flats: 55mm)
			PC45R: 677±68Nm {69±6.9k _{cm} }			PC45R: 1245±125Nm {127±12.7k _{cm} }	
	k _{cm}	Arm	PC40R: 726±73Nm {74±7.4k _{cm} }	k _{cm}	Arm	PC40R: 1422±142Nm {145±14.5k _{cm} }	(Width across flats: 55mm)
			PC45R: 863±86Nm {88±8.8k _{cm} }			PC45R: 1663±166Nm {170±17.0k _{cm} }	
	k _{cm}	Bucket	PC40R: 647±65Nm {66±6.6k _{cm} }	k _{cm}	Bucket	PC40R: 1079±103Nm {110±11.0k _{cm} }	(Width across flats: 50mm)
			PC45R: 647±65Nm {69±6.9k _{cm} }			PC45R: 1079±103Nm {110±11.0k _{cm} }	
	k _{cm}	Boom swing	PC40R: 647±65Nm {69±6.9k _{cm} }	k _{cm}	Boom swing	PC40R: 1667±167Nm {170±17.0k _{cm} }	(Width across flats: 55mm)
			PC45R: 736±74Nm {75±7.5k _{cm} }			PC45R: 1667±167Nm {170±17.0k _{cm} }	
	k _{cm}	Blade	PC40R: 941±94Nm {96±9.6k _{cm} }	k _{cm}	Blade	PC40R: 1422±142Nm {145±14.5k _{cm} }	(Width across flats: 55mm)
			PC45R: 941±94Nm {96±9.6k _{cm} }			PC45R: 1422±142Nm {145±14.5k _{cm} }	



SKP04588

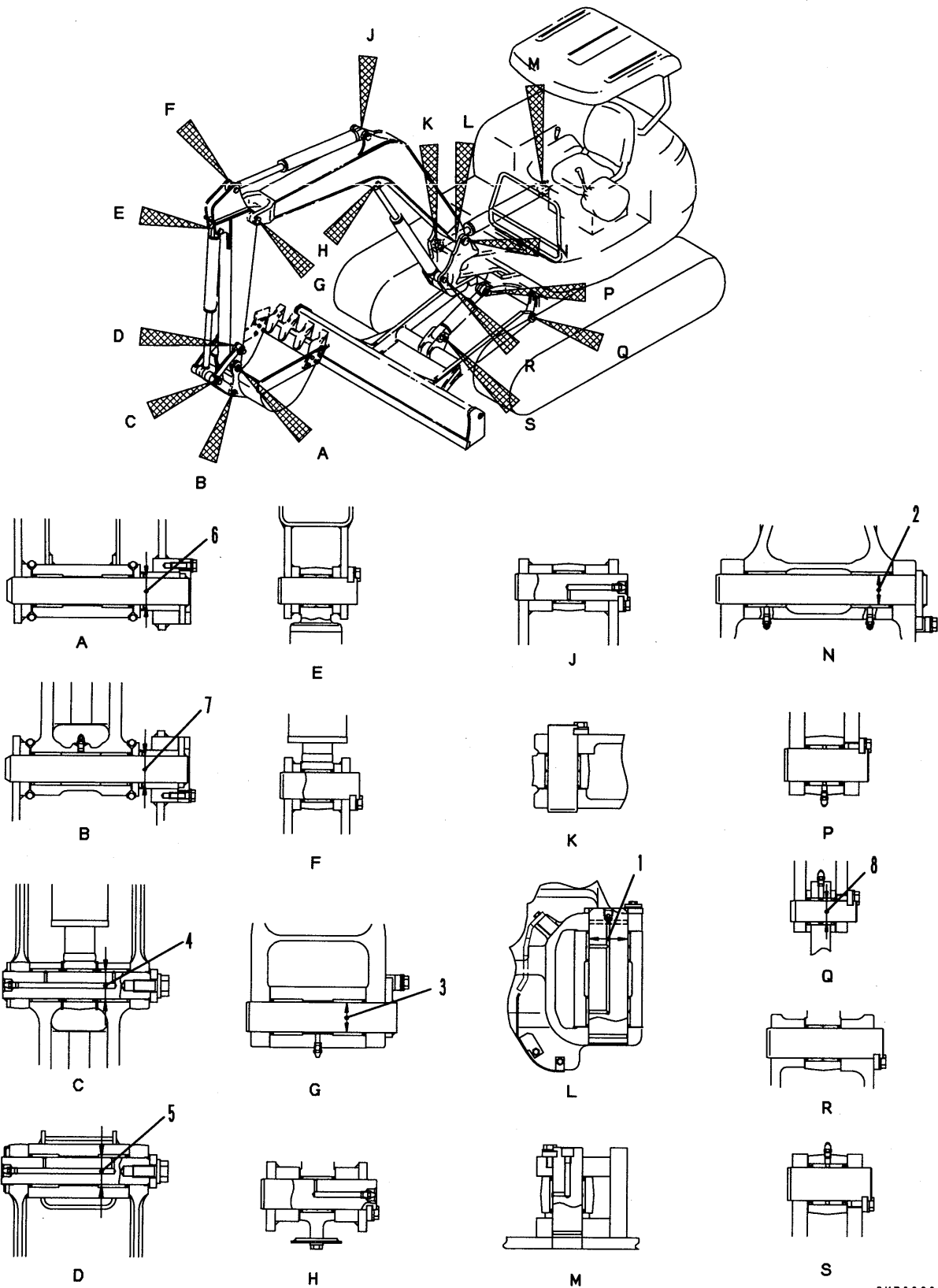
Unit: mm

No.	Check item	Criteria							Remedy
		Cylinder	Model	Standard size	Tolerance		Standard clearance	Clearance limit	
1	Clearance between piston rod and bushing	Boom	PC40R PC45R	50	-0.025 -0.087	+0.164 +0.007	0.032 – 0.251	0.551	Replace bushing
		Arm	PC40R	50	-0.025 -0.087	+0.164 +0.006	0.032 – 0.251	0.551	
		Bucket	PC40R	45	-0.025 -0.087	+0.152 +0.007	0.032 – 0.239	0.539	
			PC45R	50	-0.025 -0.087	+0.164 +0.007	0.032 – 0.251	0.551	
		Boom swing	PC40R PC45R	50	-0.025 -0.087	+0.164 +0.006	0.032 – 0.251	0.551	
		Blade	PC40R PC45R	50	-0.025 -0.087	+0.164 +0.007	0.032 – 0.251	0.551	

Unit: mm

No.	Check item	Criteria					Remedy
2	Clearance between piston rod support shaft and bushing	Cylinder	Model	Standard size	Tolerance Hole	Clearance limit	Replace bushing
		Boom	PC40R PC45R	50	+0.142 +0.080	1.0	
		Arm	PC40R PC45R	45	+0.128 +0.075	1.0	
		Bucket	PC40R PC45R	45	+0.142 +0.080	1.0	
		Boom swing	PC40R PC45R	50	+0.142 +0.080	1.0	
		Blade	PC40R PC45R	55	+0.174 +0.100	1.0	
3	Clearance between cylinder bottom end support shaft and bushing	Boom	PC40R PC45R	50	+0.142 +0.080	1.0	Replace bushing
		Arm	PC40R PC45R	45	+0.142 +0.080	1.0	
		Bucket	PC40R PC45R	45	+0.128 +0.075	1.0	
		Boom swing	PC40R PC45R	50	+0.142 +0.080	1.0	
		Blade	PC40R PC45R	55	+0.174 +0.100	1.0	

WORK EQUIPMENT



SKP02933

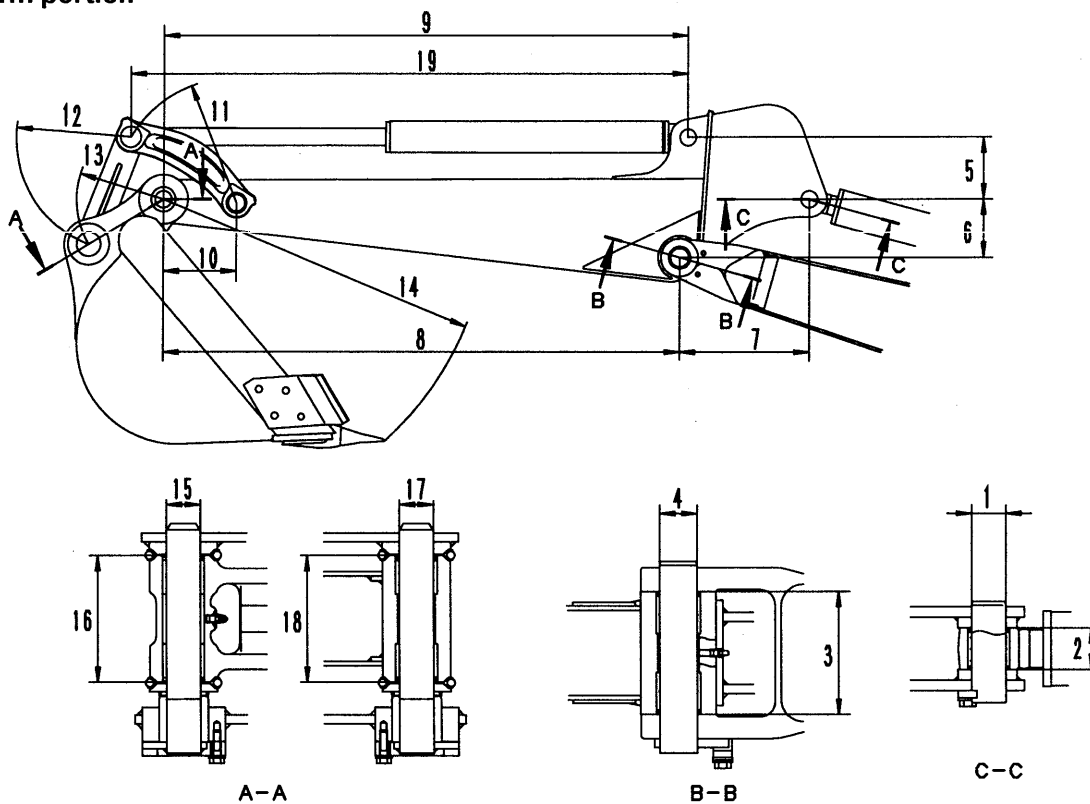
Unit: mm

Unit: mm

No.	Check item	Criteria						Remedy
1	Clearance between bushing and mounting pin of revolving frame and boom swing bracket	Model	Standard size	Tolerance		Standard clearance	Clearance limit	Replace
				Shaft	Hole			
		PC30R PC35R	100	-0.036 -0.090	+0.207 +0.120	0.156 – 0.297	1.0	
		PC40R PC45R	110		+0.204 +0.128	0.164 – 0.294		
2	Clearance between bushing and mounting pin of boom swing bracket and boom	PC30R PC35R	45	-0.025 -0.064	+0.128 +0.075	0.100 – 0.192	1.0	
		PC40R PC45R	50		+0.142 +0.080	0.105 – 0.206		
3	Clearance between bushing and mounting pin of arm and boom	PC30R PC35R	40	-0.025 -0.064	+0.142 +0.080	0.105 – 0.206	1.0	
		PC40R PC45R	50					
4	Clearance between link bushing and mounting pin of link and bucket cylinder	PC30R PC35R	35	-0.170 -0.230	-0.003 -0.052	0.118 – 0.227	1.0	
		PC40R PC45R	45		-0.012 -0.065	0.105 – 0.218		
5	Clearance between bushing and mounting pin of arm and link	PC30R PC35R	35	-0.170 -0.230	-0.003 -0.052	0.118 – 0.227	1.0	
		PC40R PC45R	45		-0.012 -0.065	0.105 – 0.218		
6	Clearance between bushing and mounting pin of arm and bucket	PC30R PC35R	35	-0.170 -0.230	-0.003 -0.052	0.118 – 0.227	1.0	
		PC40R PC45R	45		-0.012 -0.065	0.105 – 0.218		
7	Clearance between bushing and mounting pin of link and bucket	PC30R PC35R	35	-0.170 -0.230	-0.003 -0.052	0.118 – 0.227	1.0	
		PC40R PC45R	45		-0.012 -0.065	0.105 – 0.218		
8	Clearance between bushing and mounting pin of track frame and blade	PC30R PC35R	35	-0.025 -0.087	+0.142 +0.080	0.105 – 0.229	1.0	
		PC40R PC45R						

DIMENSIONS OF WORK EQUIPMENT

1. Arm portion

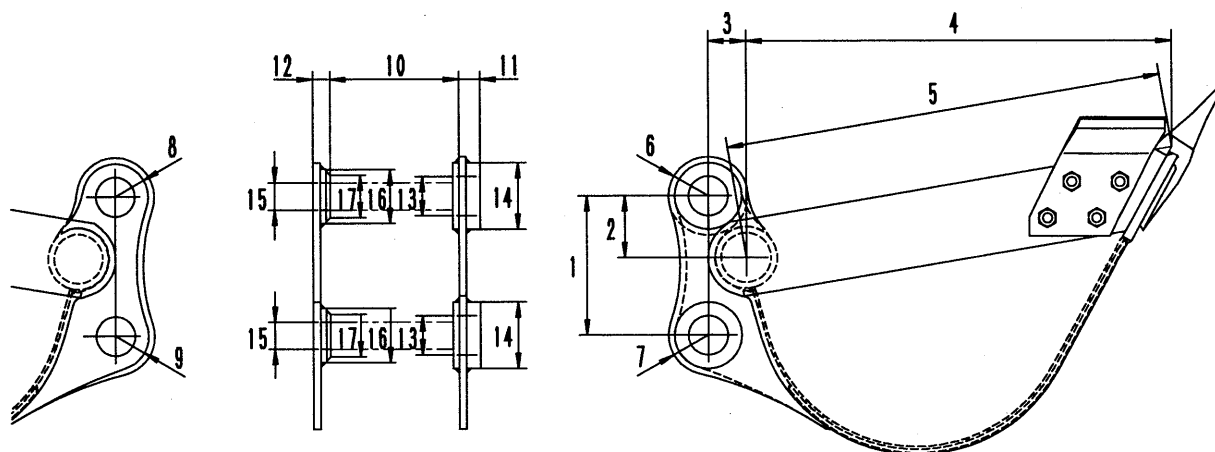


SKP02934

Unit: mm

NO.	PC30R-8	PC35R-8	PC40R-8	PC45R-8
1	φ 40	φ 40	φ 45	φ 45
2	50	50	55	55
3	130	130	163	163
4	φ 40	φ 40	φ 50	φ 50
5	157.4	163.2	162.9	177.1
6	98	106.3	153.3	149.3
7	254.8	330.8	346.6	371.1
8	1,165.9	1,135.9	1,371.5	1,472.4
9	1,187.6	1,189.8	1,392.6	1,386.5
10	163.4	163.6	193.5	193.6
11	280	280	330	330
12	256	256	303	303
13	194.6	194.6	230.3	230.3
14	754	754	871	871
15	φ 35	φ 35	φ 45	φ 45
16	143.5	143.5	168	168
17	φ 35	φ 35	φ 45	φ 45
18	143.5	143.5	168	168
19	Min.	780	900	900
	Max.	1,270	1,480	1,480

2. Bucket portion



SKP02943

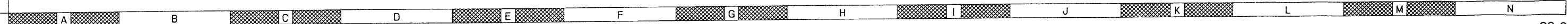
Unit: mm

NO.	PC30R-8	PC35R-8	PC40R-8	PC45R-8
1	194.6	194.6	230.3	230.3
2	87.4	87.4	102.1	120.1
3	55.6	55.6	62.2	62.2
4	603	603	703.7	703.7
5	617.1	617.1	724.2	724.2
6	57.5	57.5	65	65
7	57.5	57.5	65	65
8	50	50	55	55
9	50	50	55	55
10	176.5	176.5	203	203
11	39	39	45	45
12	28	28	28.5	28.5
13	φ 55	φ 55	φ 65	φ 65
14	φ 95	φ 95	φ 110	φ 110
15	φ 35	φ 35	φ 45	φ 45
16	φ 80	φ 80	φ 90	φ 90
17	φ 60.5	φ 60.5	φ 70.5	φ 70.5

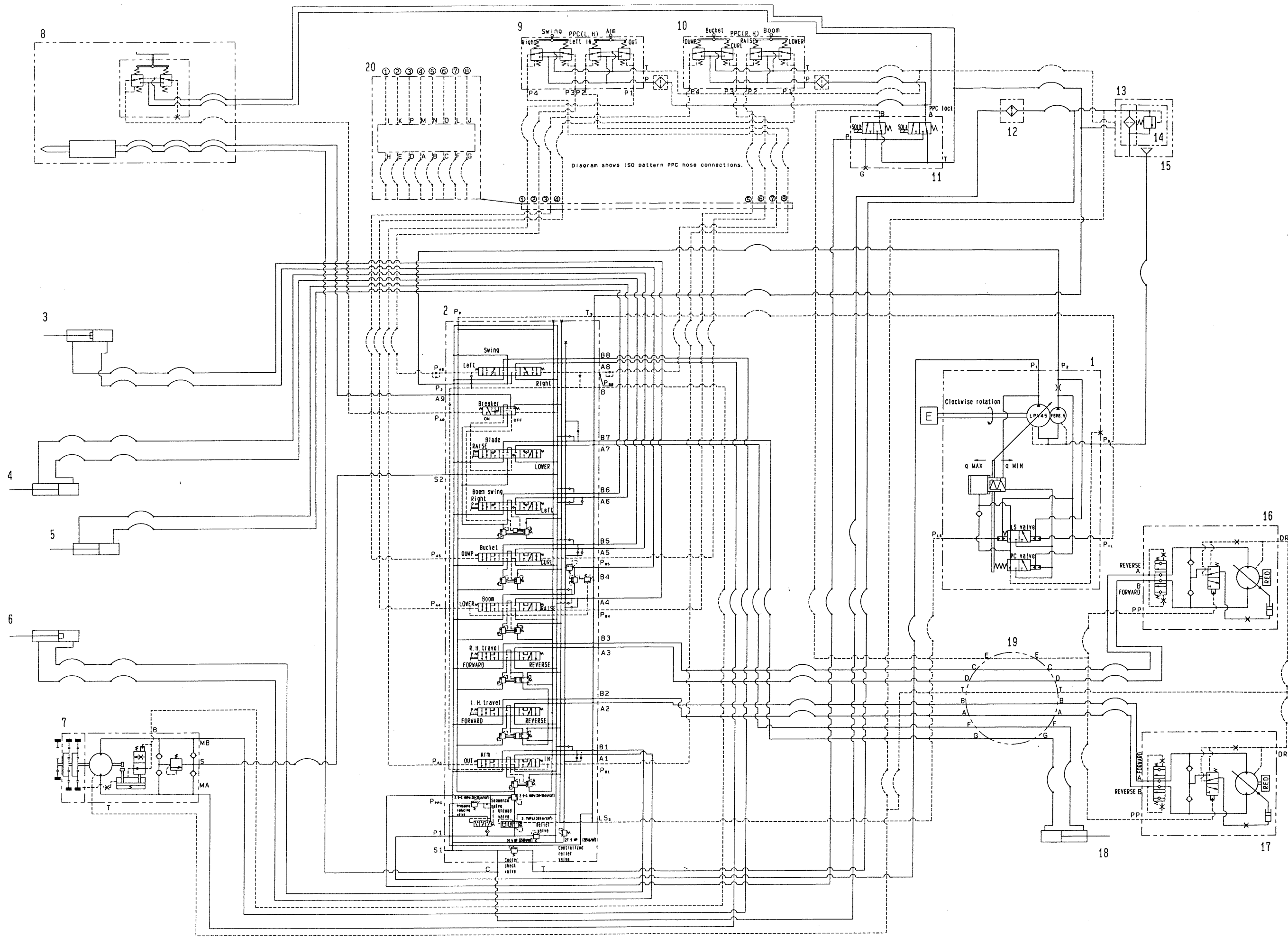
90 OTHER

Hydraulic circuit diagram (PC30R-8)	90- 3
Hydraulic circuit diagram (PC35R-8)	90- 5
Hydraulic circuit diagram (PC40R-8)	90- 7
Hydraulic circuit diagram (PC45R-8)	90- 9
Electrical circuit diagram	90-11
Hydraulic piping drawing	90-13
System diagram drawing	90-15

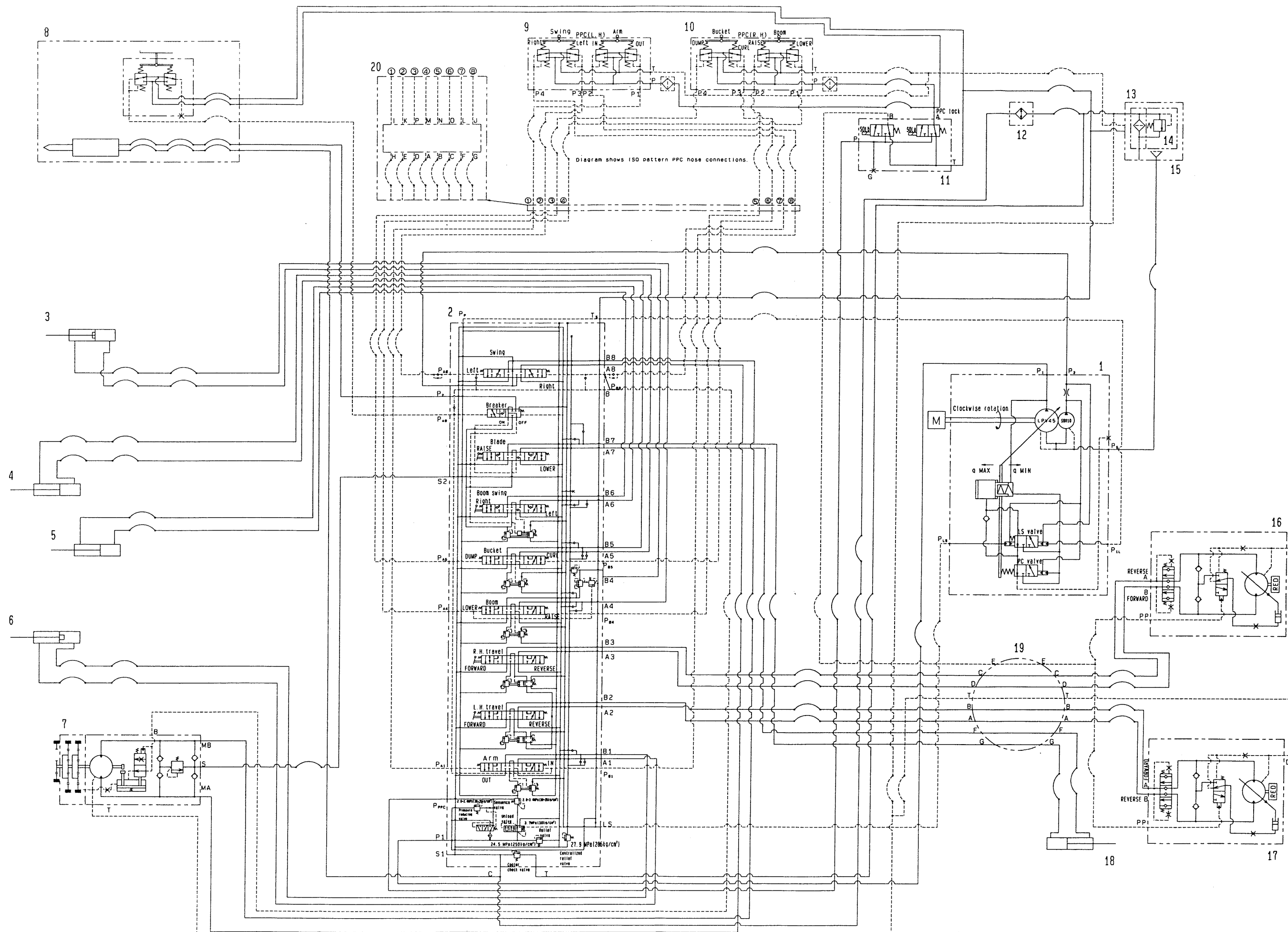
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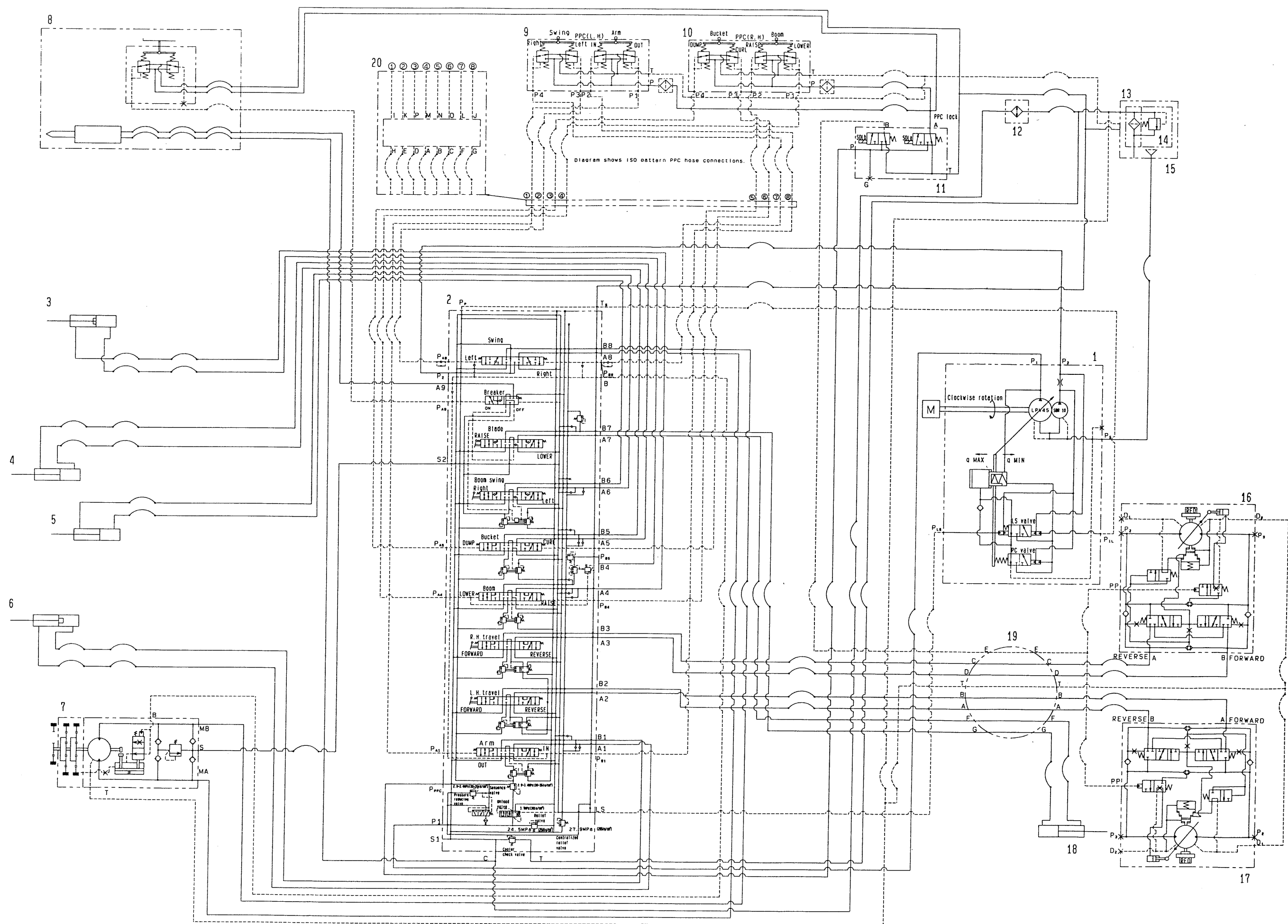
HYDRAULIC CIRCUIT DIAGRAM
PC35R-8



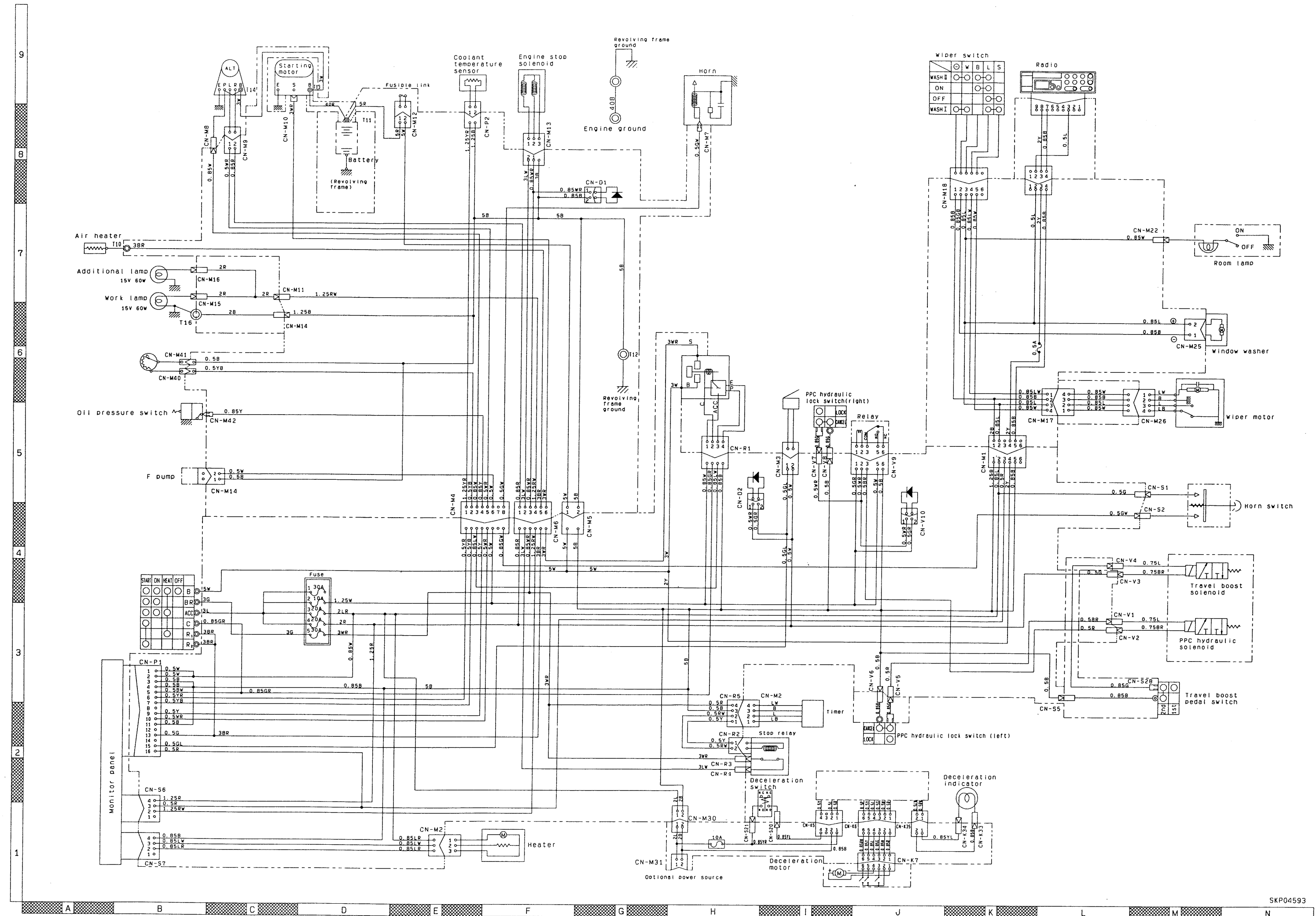
HYDRAULIC CIRCUIT DIAGRAM
PC40R-8



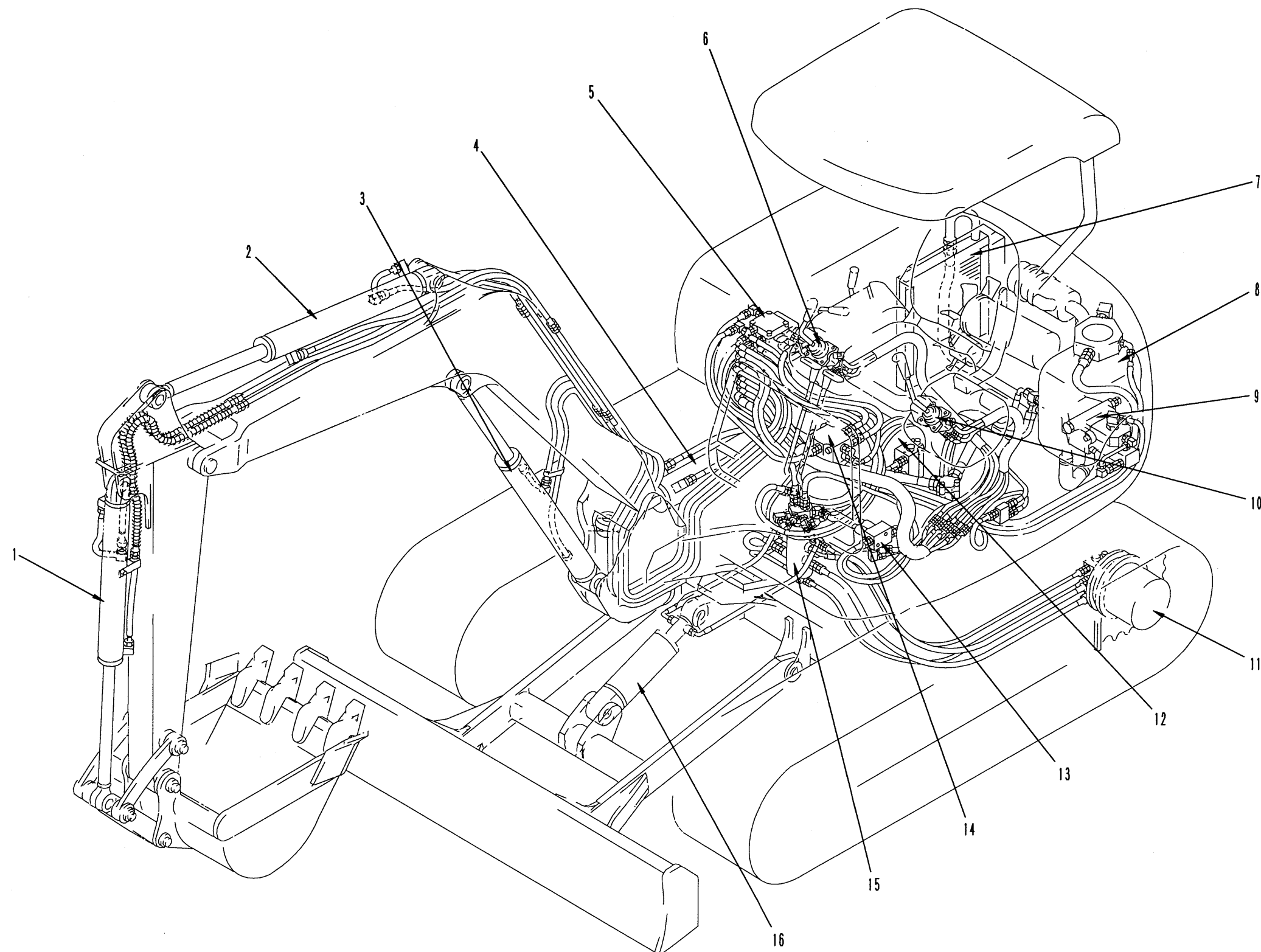
HYDRAULIC CIRCUIT DIAGRAM
PC45R-8



ELECTICAL CIRCUIT DIAGRAM



HYDRAULIC PIPING DRAWING



1. Bucket cylinder
2. Arm cylinder
3. Boom cylinder
4. Boom swing cylinder
5. 9-spool control valve
6. R.H. PPC valve
7. Oil cooler
8. Hydraulic tank
9. Hydraulic pump
10. L.H. PPC valve
11. L.H. travel motor
12. R.H. travel motor
13. Solenoid valve
14. Swing motor
15. Swivel joint
16. Blade cylinder

SLP02815

SYSTEM DIAGRAM DRAWING

